

ROYAL NAVAL DIVISION.
THE ADMIRALTY have given
official permission for raising a
Battalion of 1,000 men, which will be
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University Men and who will serve
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Training is now going forward.
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Hongkong Daily Press.

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No. 17,764.

號四十六百七千七萬一第

日六初月三年卯乙

HONGKONG, MONDAY, APRIL 19TH, 1915.

一拜禮

號九十月四年四國民華中

PRICE, \$3 PER MONTH.

THE HOME MAILS.

TO DEPART.

Apr. 20th.—Europe via Siberia, at 3 p.m.,
per s.s. LUCOV.
Apr. 22nd.—Straits, Ceylon, Malacca and
United Kingdom, at 11 a.m.,
per s.s. YASAKI MARU.
Apr. 23rd.—Straits, Burnah, Ceylon, Ade-
laide, Western Australia, India,
Aden, Egypt and Europe, at
11 a.m., per s.s. MALTA.
Apr. 23rd.—Europe via Siberia, at 1 p.m.,
per s.s. TACOMA MARU.
Apr. 24th.—Shanghai, North China, Japan
via Nagasaki, Yokohama, B.C.,
and Tacoma, and United King-
dom via Canada, at 1 p.m.,
per s.s. TACOMA MARU.
Apr. 24th.—Europe via Siberia, at 4 p.m.,
per s.s. CROWN.
Apr. 26th.—Philippine Islands, Japan,
via Nagasaki, Honolulu, United
States, South America, and
Canada via San Francisco, and
United Kingdom via Canada, at
9 a.m., per s.s. NIPPON MARU.
May 1st.—Straits, Straits, Burnah, Cey-
lon, Adelaide, Western Australia,
India, Aden, Egypt and
Europe, at noon, per s.s.
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Hongkong, 3rd December, 1914. [57]

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Hongkong, 24th April, 1914. [51]

PEAK TRAMWAY COMPANY.
LIMITED.
TIME TABLE.

WEEK DAYS.
7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 " " 10.00 " " 10 " "
10.00 " " 11.00 " " 15 " "
11.30 " " 12.45 p.m. " " 15 " "
12.45 p.m. to 1.15 " " 10 " "
1.15 " " 1.45 " " 15 " "
1.45 " " 2.15 " " 10 " "
2.15 " " 5.00 " " 15 " "
5.00 " " 8.10 " " 10 " "
NIGHT CARS.
3.50 p.m. and 9.00 p.m. 9.30 to 11.00 p.m.
Every Half-Hour.
1.00 p.m. to 11.45 p.m.
Every Quarter-Hour.
SUNDAYS.
7.45 a.m. to 10.30 a.m. Every 15 minutes.
10.30 " " 11.00 " " 10 " "
11.30 " " 12.00 noon " " 15 " "
12.00 noon to 1.00 p.m. " " 10 " "
1.00 p.m. to 5.00 " " 15 " "
5.00 " " 6.00 " " 15 " "
6.00 " " 7.00 " " 10 " "
7.00 " " 8.10 " " 10 " "
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Extra Car at 12 Midnight.
SPECIAL CARS by arrangement at
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Des Voeux Road Central.
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General Managers.
Hongkong 24th May, 1914. [467]

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NAGASAKI.
TELEGRAPHIC ADDRESS:—"DOCK," NAGASAKI.
GRAVING DOCKS AND PATENT SLIP.
Dock No. 1. Dock No. 2. Dock No. 3.
Length on Keel Blocks ... 910 feet 350 feet 714 feet.
Width of Entrance on bottom ... 24 " 24 " 24 " "
Water on Blocks at Spring Tide ... 20 " 20 " 20 " "
PATENT SLIP—Capable of lifting vessels up to 1,000 tons gross.
The Salvage Steamer "OURA MARU," 716 tons and 12 knots.
Two Floating Cranes of 60 and 30 tons each, besides 150 tons Giant Crane.

KOBE.
TELEGRAPHIC ADDRESS:—"WADADOCK," KOBE.
FLOATING DOCKS.
Lifting Power ... No. 1. 7,000 tons. No. 2. 12,000 tons.
Max. Length of Ship taken in ... 460 feet. " 580 feet.
Max. Breadth of Ship taken in ... 56 " " 68 " "
Max. Draft of Ship taken in ... 28 " " 28 " "
The Salvage Steamer "ARIMA MARU," Pumping capacity per hour 3,000 tons.

HIKOSHIMA (Near Shimoda).
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Length on Keel Blocks ... 368 feet 0 inch.
Breadth at Entrance on bottom ... 60 " 0 " "
Depth of Water on Blocks at Spring Tide ... 26 " 8 " "
Floating Crane capable of lifting 30 tons weight.
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SHORTEST AND QUICKEST ROUTE BETWEEN THE FAR EAST AND EUROPE, VIA DAIREN.

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1st Class	2nd Class	3rd Class	4th Class	1st Class	2nd Class	3rd Class	4th Class
Shanghai (S.M.R. 2. 5. 10. 15. 20. 25. 30. 35. 40. 45. 50. 55. 60. 65. 70. 75. 80. 85. 90. 95. 100. 105. 110. 115. 120. 125. 130. 135. 140. 145. 150. 155. 160. 165. 170. 175. 180. 185. 190. 195. 200. 205. 210. 215. 220. 225. 230. 235. 240. 245. 250. 255. 260. 265. 270. 275. 280. 285. 290. 295. 300. 305. 310. 315. 320. 325. 330. 335. 340. 345. 350. 355. 360. 365. 370. 375. 380. 385. 390. 395. 400. 405. 410. 415. 420. 425. 430. 435. 440. 445. 450. 455. 460. 465. 470. 475. 480. 485. 490. 495. 500. 505. 510. 515. 520. 525. 530. 535. 540. 545. 550. 555. 560. 565. 570. 575. 580. 585. 590. 595. 600. 605. 610. 615. 620. 625. 630. 635. 640. 645. 650. 655. 660. 665. 670. 675. 680. 685. 690. 695. 700. 705. 710. 715. 720. 725. 730. 735. 740. 745. 750. 755. 760. 765. 770. 775. 780. 785. 790. 795. 800. 805. 810. 815. 820. 825. 830. 835. 840. 845. 850. 855. 860. 865. 870. 875. 880. 885. 890. 895. 900. 905. 910. 915. 920. 925. 930. 935. 940. 945. 950. 955. 960. 965. 970. 975. 980. 985. 990. 995. 1000.	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CHINA AND THE WAR.

SIR FRANCIS PIGGOTT ON PRESENT AND FUTURE PROBLEMS.

Sir Francis Piggott, late Chief Justice of Hongkong, contributes to the March number of the *Nineteenth Century* a comprehensive article on "China and the War." Sir Francis points out that there is one fundamental fact, wherein China differs normally from other neutral countries, that she is not mistress in her own household. Though she is a Sovereign State, she is not free. The existence in her midst of foreign law, and foreign courts, with the peculiar privileges they give to foreigners in her land, must obviously affect China's neutral position in regard to belligerent nations. Thus, from the outset of the war, there were raised curious and serious problems which increased in number and intensity as the operations proceeded. They were in fact varied in detail, but they all had this common factor differentiating them from the problems which ordinarily beset a neutral country—the belligerent foreigner was an integral part of the community. Sir Francis proceeded to discuss in detail the vexed questions which arose concerning the use of the railways by belligerents, the landing of Japanese and British troops, their advance through Chinese territory, and numerous other topics. That China was sincerely desirous of preserving the strictest neutrality there can be no doubt, as was evidenced by the mandates which she issued, but, as Sir Francis shows, these could have no more effect than Canute's edicts against the waves.

Which ever way China turned there would be a belligerent protest, possibly something worse, facing her. If she refused a permission to use the railways, which had not been asked, it would be treated as a hostile act by Germany, and there would have been accusations of giving material aid to Germany. I do not think I shall be breaking the restraint I have put upon myself if I say this: whether it is the true solution of the problem is another matter—rules of neutrality have been framed to meet the ordinary circumstances which arise in the life of nations, of which fighting is one; they are hardly applicable to abnormal circumstances without modification. The abnormal circumstance in China's case is the simple fact that not only the reserves but also the foreign troops were lawfully in the country *ab origine*; and it seems to me that the question is, Would China have the right suddenly to say that they should not take part in the war? There is clearly a paradox involved. But it is really not a question whether she had the right to do this, but whether she had the power to enforce such a condition.

It cannot attempt to follow Sir Francis through the many ramifications of his lengthy article, but we may briefly note some of his conclusions. He thinks it is doubtful whether the relations of China with the Powers can ever be quite the same again. There are not wanting signs that after the peace there must be a reshaping of European policy in the Far East. He is careful to point out, however, that this does not refer to the abolition of extraterritoriality. Turkey has, so he says, "abolished the Capitulations." He does not think that China will dream of imitating Turkey. "If I appreciate rightly the views of the leaders of Chinese thought, the position they take up is this: it is their dearest wish to free China from her extraterritorial chains, but they desire to achieve this in a legitimate manner; they realize that the conditions indicated in the Mackay Treaty must be fulfilled." Sir Francis goes on to point out that after the war it is inevitable that there should be divided counsels among the Powers, and with divided counsels the course of "internationalism" will become rampant. In all those matters which require the assent of the Diplomatic Body there will be a deadlock, and China's position will become tenfold worse than it was before. Even though Germany's foothold in China has been destroyed, she will still remain one of the Powers; she will still have a Minister at Peking, and he, together with his Austrian colleague, will still be members of the Diplomatic Body, and so far as China is concerned, influential members, for apart from their equal voice in deliberation they are her creditors. Sir Francis proceeds:—

"Now let us assume that at the peace Germany purges her great offence and is forgiven; there is still the human factor to be taken into account. Would it be possible for the Minister of Germany to find himself in agreement in debate with his English, French, and Russian colleagues? It is, expecting a great deal, a great deal which, even in peace time, was rarely found in Egypt; which from all accounts has rarely been found in Tangier. But if, as seems the more probable, Germany lets her mind ramble on the past; if she should so secretly hoping to retrieve her position in China; if, in short, human nature is still as ever the governing factor in such debates, antagonism in the councils of the Diplomatic Body in Peking is inevitable, and the result for China: less than nothing. A 'strong and united China' remains, as it always was, a matter of supreme interest to the world; but the tables are turned, and now a 'strong and united' Europe is essential to China's future salvation. She is compelled to deal with the Diplomatic Body as a whole, and she has a right to expect that it should have strong and united nations behind it. It must, therefore, be the business of the Allies to secure this for her, so to save her from the disaster which anything like weakness or disunion in Europe must bring her. For this reason it is essential that her future position should be assured at the making of peace, because at that time, as probably at no other for many years to come, there will be agreement between all the Powers. It will be China's opportunity, and it will

be for her to put her case forward with courage, with energy, and with wise moderation. I believe she will use the opportunity fully, and that she may justly aspire to obtain a great improvement in her position on lines which it would take too long here to lay down. And it will be England's opportunity too, unless the principle she is fighting for now, the rights of the weak, is to be let go. I believe that not her Allies only, but the neutral Powers, will follow where England leads.

There is one other point that Sir Francis Piggott makes in concluding his survey. "China," he says, "has suffered in her national dignity, and there must be reparation. What form it should take cannot as yet be easily stated. But one thing can be stated. Germany has threatened China with reprisals after the war; to allow her to carry out her threat, remarks Sir Francis, would be to light the torch of war once more in the Far East. Therefore, at the peace it is in the interests of the whole world that the peace of China should also be ensured, and the pretensions of Germany against her definitely and under the fullest guarantees swept away."

THE VOLUNTEER RESERVES.

ORDERS BY MAJOR WAREMAN, O.C.H.E.V.S.

HONGKONG, 17th April, 1915.
PARADES.—A, B, and C Companies, with the men who were on duty with the Main Guard during the week ending to-day, will parade at Volunteer Headquarters at 5.15 p.m. to-morrow (Tuesday). Dress, drill order.

A, B, and C Companies will parade in the road between the Law Courts and the Cricket Ground at 5.15 p.m. on Friday, April 23rd; dress, drill order.
D Company will parade under Co. Sgt. Major Cooke at Volunteer Headquarters at 5.15 p.m. on Wednesday, April 21st; dress, drill order.
Recruits will parade under Co. Sgt. Major Bond on the Cricket Ground at 5.15 p.m. on April 19th, 21st, 22nd, and 23rd; dress, drill order.

Promotion.—Pte. F. H. Thomas is promoted to the rank of Corporal, and transferred to "D" Company.
Postponement.—Pte. Derby is posted to A Company, Section 4.
Pte. W. Bird, W. C. Jack and H. Summers are transferred to D Co.
W. L. CARTER, Capt.
Adjutant, H.K.V.S.

HONGKONG VOLUNTEERS.

ORDERS BY LIEUT.-COL. A. CHAPMAN, V.D.

1.—Pte. P. T. Julian from Signalling Section to Right Section M.G. Co., dated 18th April, 1915.

2.—The undermentioned are granted leave of absence as follows:—
Sgt. B. W. Brodribb from 18th April, 1915, to 18th December, 1915.
Private M. F. Murray from 10th April, 1915, to 28th April, 1915.
Private J. Dickson from 28th April, 1915, to 28th January, 1916.
Private R. E. St. Amory from 1st May, 1915, to 1st July, 1915.
Gunner A. H. Carroll from 1st May, 1915, to 1st August, 1915.

3.—Parade for to-day (Monday). Right and Centre Sections M.G. Co. and Civil Service Company: Under Officers on duty.

5.30 p.m. No. 2 Section Artillery Battery: 10 pdr. drill with mules at Headquarters. As many members as possible of No. 1 Section Artillery Battery and Left Section M.G. Co. are asked to attend to assist as drivers.

Remainder: Nil.

4.—Units on duty: Nos. 1 and 2 Sections Artillery Battery, Right and Centre Sections M.G. Co. and Civil Service Company.

Officers on duty: Capt. W. M. Scott and Lieut. A. E. Wright.

Orderly Officer: Lieut. A. E. Wright.

Orderly Sergt.: Corpl. W. Brown.

To furnish Guard:—

7 p.m. to-day to 7 a.m. to-morrow: Civil Service Company.

7 a.m. to 7 p.m. 20th inst.: Centre Section M.G. Co.

7 p.m. 20th to 7 a.m. 21st inst.: Right Section M.G. Co.

G. E. Stewart, Capt., Adjutant, H.K.V.C.

WAR BREVITIES.

The newspaper *Matin* says that Germany, when preparing for the war, ordered 8,000 motor waggons from an American company. The purpose of transporting troops from one front to another. Owing to the vigilance of the Allies' fleet, the waggons did not reach their destination.

The newspaper *Matin* reports that Sir William Ramsay, the eminent chemist and scientist, has informed M. Millerand, the French Minister for Defence, that it would be greatly to the interest of France to treat cotton as contraband. Ultimately Germany would be forced to resort to ordinary gunpowder, for which modern guns were unsuited.

This *Church Family Newspaper* states:—"We learn on unimpeachable authority that Lord Fisher, First Sea Lord at the Admiralty, makes a habit of going to a certain church practically every day for prayer and meditation before commencing his responsible duties. We understand also that Lord Kitchener follows out a similar rule whenever he is in London."

A correspondent of the *Church Family Newspaper* points out some curious alphabetical coincidences in connection with the war. The first British naval loss was H.M.S. *Amphion*. It was Leman who defended Liege when Berlin affronted Brussels by violating Belgium. It was Beatty who beat the Germans in the light and sank the would-be "Baby-killers" in the *Blucher*. It was Sturdee who sank Spee in the *Scarlacht*. It was Botha with Boers who beat Beyer. It is also notable how the letter "K" has figured in the life of Lord Kitchener. His past associates him with Khartoum, the Khedive, the Kalipha, and Kabul—his present with the Kaiser.

EASTERN BANK LTD.

THE WAR AND THE BANK'S WORKING.

The fifth annual general meeting of the shareholders of the Eastern Bank (Limited) was held at the registered office of the bank, 4, Crosby-square, under the presidency of the Right Hon. Lord BALFOUR OF BURLEIGH, K.T., chairman of the company.

The CHAIRMAN said.—Gentlemen, The figures in the balance-sheet are naturally less as regards most items than those of last year. The period under review passed without notable incident until the outbreak of war. Engaged as we are in an overseas business, we experienced a very anxious time, particularly as we had advanced being shipped in German and Austrian steamers, some of which were captured by the British Government, while other were forced to take refuge in neutral ports, making it very difficult to obtain delivery of the cargo. I am glad, however, to say that, though at one time the outlook was very discouraging, most of our difficulties, although not altogether surmounted, are very much lessened, and we have every hope that money locked up in this way will soon be released.

The Indian exchanges, in which we are, of course, greatly interested, were seriously affected, but the policy of the Government of India in building up a gold standard reserve enabled them to offer in India £1,000,000 weekly of sterling remittances payable in London, and thus to support the value of the rupee. The amount of such sales to the end of December was £2,700,000, or an average of over £400,000 per week for the 21 weeks to the end of the year. Fortunately the demand for these remittances grew less as time went on, and before the end of last month Council bills and transfers were being sold in London to the extent of Rs. 60 lakhs weekly.

THE TRADE OF INDIA: THE WHEAT CROP.—The trade of India from August to December was naturally much restricted, and our business during the second half of the year suffered accordingly. A moratorium existing in that country and not in India we thought, to keep our resources very liquid, and a large sum sufficient to meet all possible calls was lying idle in India for several months at a heavy cost to the bank. There is every prospect of a record wheat crop, and it is estimated that there will be available for export between May and December three to six million tons.

Owing to the unfortunate participation of Turkey in the war we have been unable to communicate with our Baghdad branch, and we are consequently without the usual returns from that branch. Our manager at that place, who is with us to-day, recently arrived in London, Government, and he reports that the bank's office has been closed by the Government to communications with our Baghdad agent, who have formally taken possession of our cash balances, fortunately not a large one (under £10,000), and style it an enforced deposit with the Turkish Government (laughter).

THE NET PROFIT.

In the meantime we have made up our accounts, including the latest returns received from Baghdad, and they show a net profit for the year of £45,123 6s. 2d., including £8,153 8s. 11d. brought forward from last year. After paying interest at 5 per cent. per annum on the 50,000 new shares issued in terms of the circular dated June 10 last, we propose to pay a dividend to the shareholders of 5 per cent. per annum, less income-tax, as against 6 per cent. last year, to place to a reserve fund for contingencies a sum of £16,000, and to carry forward a sum of £29,170 7s. 11d. The reduction of the dividend is, of course, much regretted by the Board, but they feel that a policy of extreme caution is incumbent upon them until the outlook improves. Our disappointment is the keener owing to the fact that the bank's profits for the first half of the year were most satisfactory and we had then every hope of being able to maintain the dividend and of placing a large sum to reserve.

THE NEW SHARE ISSUE: THE UNDERWRITING.

As mentioned to you at our meeting last year, we decided that it would be desirable to increase the capital of the bank, and on June 10 we issued a circular offering to shareholders new shares in the proportion of one new share for every two shares then registered in their names at a premium of 15s. per share. On such shares interest would be paid out of the profits of the bank at the rate of 5 per cent. per annum to December 31, after which they would rank for dividend, etc., *pari passu* with the existing shares. The response to this circular was, we consider, very satisfactory, all the shares being subscribed, but of course a large number were taken firm by the underwriters.

The result to the bank is an increase in the paid-up capital of £200,000, in the subscribed capital of £200,000 and in the reserve fund of £25,000. The report was adopted and a resolution was passed to pay a dividend of 5 per cent. per annum, less income-tax on March 22, 1915, out of the net profits of the undertaking for the 12 months ended December, 1914, to the members on the registers on March 10, 1915, as proprietors of the shares numbered 1 to 100,000. The retiring directors, M. J. C. Georges Bouillat and Mr. J. Leigh Wood, were re-elected.

The CHAIRMAN.—Before the next motion is put as to the election of auditors—and it must come from the shareholders' side of the table—I wish to make a short explanation. Messrs. Turquand, Youngs, and Co. and Mr. de Westley Layton retire and offer themselves for re-appointment. I am asked to say that Mr. de Westley Layton has recently merged his practice with that of Messrs. Lowe, Bingham, and Matthews, a well-known firm of accountants carrying on a large business in China and the Straits Settlements. Mr. de Westley Layton is anxious that should the shareholders be pleased to re-elect him as one of our auditors, the appointment may be made in the name of his firm.

INTIMATIONS

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IN QUARTS, PINKS AND SPARKS.

Bottled by the

IMPERIAL MINERAL WATER Co., LTD., OSARA.

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THEATRE ROYAL.

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T O - N I G H T !

The Scintillating Farce.

"THOSE TERRIBLE TWINS."

Preceded by the late Sir Henry Irving's Great Masterpiece, "WATERLOO," by Conan Doyle.

TUESDAY, 20th April: The Scintillating Comedy.

"DIANA OF DOBSON'S"

(Title Role—Gertrude F. Godard).

WEDNESDAY, 21st April: The Great Franco-British Drama.

"UNDER TWO FLAGS,"

From Ouida's Famous Novel.

THURSDAY, 22nd April, and Last Performance, The Brilliant Sporting Comedy.

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BOOKING AT MOUTRIE'S.

Hongkong, 18th April, 1915. [459]

FRENCH LESSONS

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HONGKONG.

AUCTION

PUBLIC AUCTION

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held TO-DAY (MONDAY), the 19th day of April, 1915, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Star Street, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN LEASE to be fixed by the Surveyor of His Majesty's Lands, for one further term of 75 years.

PARTICULARS OF THE LOT.

Lot No.	Area	Frontage	Depth	Area	Frontage	Depth	Area	Frontage	Depth
1	1,800	100	180	1,800	100	180	1,800	100	180
2	1,800	100	180	1,800	100	180	1,800	100	180
3	1,800	100	180	1,800	100	180	1,800	100	180
4	1,800	100	180	1,800	100	180	1,800	100	180
5	1,800	100	180	1,800	100	180	1,800	100	180
6	1,800	100	180	1,800	100	180	1,800	100	180
7	1,800	100	180	1,800	100	180	1,800	100	180
8	1,800	100	180	1,800	100	180	1,800	100	180
9	1,800	100	180	1,800	100	180	1,800	100	180
10	1,800	100	180	1,800	100	180	1,800	100	180

Hongkong, 12th April, 1915.

[487]

INTIMATIONS

NOTICE

ALL Persons applying to the PROVOSE MARSHAL for Passes are requested to return to apply between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily.
Hongkong, 16th February, 1915. [532]

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FOR ONE WEEK ONLY

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KOMOR & KOMOR

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Hongkong, 10th April, 1915. [410]

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Hongkong, 4th February, 1915. [559]

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Hongkong, 1st April, 1915. [485]

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[414-12]

"MONTERRAT" Lime Juice is cooling, delicious and healthful. If you want to feel your best during the hot weather drink it every day. [345-3]

PEKING NOTES

(FROM OUR OWN CORRESPONDENT.)

PEKING, April 7th.

THE SITUATION.

The negotiations between the Chinese and Japanese diplomatic representatives continued, and in ordinary circumstances this would have been explained by Chinese dilatoriness and the desire to postpone a decision in the hope that some diversion favourable to China might be created, but such an explanation is not quite true in the circumstances under notice. The Chinese have been unusually frank, a fact to which the Japanese Government has borne testimony officially, but the Tokyo authorities do not seem to know exactly how little they are prepared to accept, as it is well-known that questions already settled by the diplomatic representatives have been reopened by the Japanese Minister.

Naturally the Chinese seem particularly merciful at the present time. One day they are in the depths of despair over the strong attitude of the Japanese or at the apparent tenacity of the Peking authorities, and next day their spirits rise with news that matters are not so bad after all. During the week-end there was a very pronounced feeling of pessimism, which continued till Tuesday, when several sinister reports were in circulation, but this was followed by a more optimistic outlook to-day.

Yesterday's conference was held at the Waichingpu, Mr. Hiki being at length able to leave his room.

THE SECOND DOMESTIC LOAN.

The uncertainty and unrest experienced in China at the present moment will to some extent be relieved by the announcement that the Hongkong and Shanghai Banking Corporation is associated with the Bank of China and the Bank of Communications in the issue of the new loan of \$24,000,000. This has given an added confidence in the Government, and has helped many Chinese to a more hopeful view of the immediate future.

A RED CROSS ENTERTAINMENT.

The ladies within the British Legation assisted by a few friends brought off a very successful entertainment on Thursday night, the main features of which were tableaux vivants, dancing, target shooting, thought reading, etc. The tableaux were very effective, and the side shows were productive of much amusement. Sir Richard Dene, fresh from his hunting exploits in the south, was seen to find the bull fairly often, and many others fired many misses in the sacred cause of the Red Cross Society, for the benefit of whose funds the entertainment was arranged.

THE VOLUNTEERS.

The Peking Volunteers had their first route march in full marching kit on Saturday afternoon, when some fifty paraded and, under Captain Barton, marched to the rifle range, where a short rest was called, and then entered the city by the China Hwa Men, returning to the British Legation at 5.30. The distance covered was between seven and eight miles, but the going was hard, and the test must be considered as very fair for a preliminary.

SPORT.

Though the weather is still chilly, a beginning has been made all round with lawn tennis. The Peking Club courts were opened last Saturday, and the International two-days previously, while the Japanese have had theirs in use for some time.

The Spring gymkhana is to take place on Sunday at the Race Course, and an attractive programme has been drawn up, including the popular camel race and a ladies' race.

GYMKHANA ABANDONED.

Owing to the adverse weather conditions of Saturday, it was found necessary to abandon the first gymkhana of the season to a date to be arranged. The sweep tickets which had been drawn in connection with the first race will hold good for the newly arranged date.

TOYO KISEN KAISHA.

At the half-yearly general meeting of the Toyo Kisen Kaisha, Mr. Amano, President of the Company, stated that the European war had dealt a heavy blow at their San Francisco and South American services. There were several losses to reckon with, besides a reduction in the Government subsidy. Altogether, as would be seen from the report, there was a net loss on the half-year's working of ¥145,811, and consequently the directors could not recommend payment of a dividend. For the present period, however, what with the rigid economy in expenditure being practised, and the unprecedented activity now shown both in the goods and passenger services, there was a prospect, if nothing untoward occurred, of being able to pay a 12 per cent. dividend on the preference shares, and of 6 to 8 per cent. on the ordinary shares.

GERMAN DIRECTORS OF BRITISH COMPANIES.

A FORCED RETIREMENT AT SHANGHAI.

The fifth annual general meeting of the Anglo-Dutch (Java) Plantations, Ltd., was held at Shanghai last week at the offices of the Secretaries and Managers (Messrs. R. N. Truman & Co.) Mr. J. C. Dyer presided, supported by Messrs. R. N. Truman, E. S. Kadorie, O. Mordhorst, and S. A. Hardoon, directors, and there was a large attendance of shareholders, representing 89,892 shares.

The notice convening the meeting had been read, and the secretary was proceeding to read the auditor's report, when Mr. Maguire observed that the meeting was not constitutionally formed. There were present certain enemy subjects of Great Britain, and with the declaration of war they ceased to be shareholders of the company. On the declaration of war, partnerships between enemy subjects and British subjects ceased to exist. This British company was an associated partnership, and was having been declared all enemy subjects of Great Britain ceased to have any interest in the company, both as shareholders and directors. Britons in China had not alienated by the fact of their living in China one whit of their rights and obligations as British subjects. (Hear, hear.) He therefore called upon all British subjects present to carry out the spirit and letter of the Enemy Trading regulations. (Hear, hear.) Some people in Shanghai were carrying on trade with enemies. That was to be deprecated on all possible occasions. From the speeches of Sir Edward Grey and Mr. Rindiaid they saw that while it was not illegal in China to trade with enemy subjects, it was not advisable. Mr. Maguire was proceeding to show why there should be complete severance from enemy subjects, when he was interrupted.

The Chairman intervened with: Have you finished, Mr. Maguire?

Mr. Maguire—No. I am going to call on those enemy subjects.

Dr. Gilbert Reid—I should like to call this gentleman to order. I do not understand under what head he is talking. We are called here to do certain business, and I think we had better get on with it.

Mr. Maguire—I have a right to object.

Dr. Reid again rose to a point of order.

The Chairman informed Mr. Maguire that he was wrong in saying the meeting was not properly constituted. The persons referred to did not cease to be shareholders.

Mr. Maguire—Not under the Enemy Trading Act?

Mr. McNeill (Legal Advisor to the Company)—I think you are wrong, there, Mr. Maguire.

Mr. Maguire, continuing, said: he thought those concerned ought to retire gracefully from the room.

The Chairman—We will proceed with the business of the meeting.

Mr. Maguire—It is not a meeting yet.

Dr. Reid—I move that we proceed with the business of the meeting in the order announced on the first page.

It was agreed to postpone the discussion until later in the proceedings.

After the Chairman had delivered his speech and proposed the adoption of the report,

Mr. Maguire rose to propose an amendment: "that the directors' fees to a certain enemy subject be deducted from the accounts and that the accounts be passed subject to their deletion. He pointed out that by paying these fees they were certainly comforting the King's enemies. He proposed further rider that they cease to register and take registration fees for the transfer of any shares of enemy subjects at the present time, expressing the hope that some loyal British subject of this British company ruled by British law would support him in this British act.

Captain Stott seconded the amendment, and in so doing observed that he had no personal feeling against the direction.

Dr. Reid characterized the amendment as a startling innovation, and said he failed to see the use of bringing "this national squabble" into the business of the meeting. The amendment might be supported if it was illegal to retain enemy subjects in the company, but he understood that the Company was still under the Hongkong Ordinances. He did not know whether it had been registered at the British Consulate in Shanghai.

The Chairman—The company has been registered at the British Consulate here.

Dr. Reid: Well, then, that seems to settle it in accordance with law.

Mr. McNeill said Dr. Reid was perfectly right. Mr. Maguire was under a complete misapprehension, with regard to the law. It is in the power of the shareholders to remove directors, but the situation hardly seems to call for that.

Although remuneration to an enemy subject cannot be paid in time of war, there is no reason why you should not vote the ordinary remuneration in the ordinary way. The remuneration is fixed and cannot be changed without altering the articles of association.

Captain Stott—All this bother would be saved if the director in question would retire. If he cannot get his fees during the war, he can get them after.

Mr. McNeill—Yes.

Mr. Maguire—If I am assured that the fees will not be paid during the war, or if he has not already been paid since the war began, I am prepared to withdraw the amendment. If he has been paid, the money must be refunded until the war is over.

Mr. Mordhorst—I have received the fees already, and I do not feel inclined to refund them.

Mr. Maguire—He was unfortunate that on the declaration of war the enemy subject did not see his way gracefully to retire and save all this bother, seeing

the invidious position in which he was placed by the fact of the two countries being at war.

In reply to Captain Stott, Mr. McNeill said it was quite upon the meeting in the discretion of the Board to pay the fees, and it was quite open to the meeting to say that the Board had done wrong in doing so, but he did not think the matter called for a vote of censure.

Captain Stott—I think the meeting will pass a vote of censure. I feel like it myself.

Mr. McNeill observed that he had high authority for the payment of directors' fees, and as the Board had that authority, they did not seem to be deserving of censure.

Mr. Ambrose observed that he did not think it was the custom in Shanghai to pay directors' fees until the accounts had been passed.

The Chairman—Would it be satisfactory to you if Mr. Mordhorst agreed to refund the fees?

Mr. Maguire—Yes.

The Chairman—For the full period, or the time since the war began?

Mr. Maguire—I think the fee for the year should be held during the war.

The Chairman—I have Mr. Mordhorst's authority for saying that he will refund the fees.

Mr. Maguire—I will withdraw the amendment, then, subject of course to the clause with reference to the non-registration and transfer of enemy subject shares.

The Chairman observed that the decision on this point rested upon the law and not upon what the meeting might say, and the discussion closed upon the sense of the meeting being taken—this being that no such transfer or registration should be made unless the company was legally bound to do so.

The resolution passing the accounts was then carried.

MR. MORDHORST'S RESUME.

Mr. Mordhorst then addressed the meeting on the subject of his "enforced retirement from the Board."

"I was one of the original directors of the company," he said, "and have served for a period of five years, for three years as chairman, resigning the chairmanship in December last. I am pleased to believe that my dismissal from the Board is not due to any dissatisfaction with my services, nor to any purely personal feeling whatsoever against me, but it is owing to the fact that, owing to circumstances over which I have no control, I find myself an enemy subject."

This, gentlemen, I do not deny may in all justice be a sufficient argument for my retirement, and I of course bow to your decision. I am well aware that one of my co-directors, Mr. E. S. Kadorie, has been largely instrumental in bringing about my retirement as an enemy subject. Gentlemen, I believe I am right in saying that Mr. Kadorie is not a registered British subject. It is, I understand, true that he is taking the necessary steps to become one, but until he is established as a British subject, he remains a Turkish subject and is therefore equally an enemy subject with myself. The fact that he proposes to desert his flag does not I think entitle him to any more consideration than shown to me, and I am of opinion that, being allies, we should retire together. There is just one other point I would like to call your attention to, gentlemen, and that is the constitution of the Board as it is now stand. I do not for a moment suggest that any single director will act otherwise than in the company's best interests, but I must point out that you are practically placing your company under the control of Mr. Kadorie.

Mr. Maguire said he was responsible for drawing up the letter, but he must assert that he was not and never intended to be a puppet of any man. Mr. Kadorie had nothing to do with it.

Mr. Mordhorst—Weeks ago he informed people that Mr. Grayrigg was going to take my position on the Board.

Captain Stott—There seems to be a little doubt about it. Can you tell us your nationality, Mr. Kadorie?

Mr. Maguire—He is a French protégé, and is taking out papers to be a British subject.

Mr. Kadorie said he had been under the British since his childhood. His country had been under British law for the last six months.

Mr. Maguire—We want no dictation from an enemy subject.

The resolution that Mr. S. A. Hardoon be re-elected a director of the Company was then carried, on the proposal of Captain Stott, seconded by Mr. Kadorie.

Mr. Mordhorst—I retire, of course.

On the proposal of Mr. Maguire, seconded by Mr. P. Oughton, Mr. G. Grayrigg was elected a director in the place of Mr. Mordhorst.

On the proposal of Mr. Hardoon, seconded by Mr. Hargrave, Mr. E. Mordhorst was re-elected auditor of the company.

A vote of thanks was passed to the Chairman, and the meeting terminated.—N.C. Daily News.

SINGING SOLDIERS.

Le Matin's correspondent at the front is warmly appreciative of the British and Canadians fighting at Neuve Chapelle. He writes: "The faces of these men beamed and they sang gaily as they returned from the front. Several hundred German officers were among the prisoners taken. They were haughty, stiff, and swaggering. Many of the prisoners are elderly men and boys. They presented a sorry sight and were in a state of the utmost depression." The correspondent adds that some members of the German General Staff have left Lille for Tournai (Belgium).

The Morning Post's Berne correspondent sends a trustworthy report from Berlin to the effect that an important demonstration of working class women against the war took place in front of the Reichstag building on the 15th March; the police tried twice to disperse the crowd but failed. Herr Liebknecht, the Socialist who has since been sent to the western front, received an ovation.

INTIMATIONS

LANE, CRAWFORD & Co.

(TELEPHONE 1741)

JUST RECEIVED:

CASEMENT CLOTHS

IN A VARIETY OF SHADES.

CRETONNES

AND

TAFFETAS

LINENS,

SHEETINGS,

TISSUES.

WIDE RANGE OF BORDERS TO MATCH.

PATTERN BOOK ON APPLICATION.

LANE, CRAWFORD & CO.

[32]

NOTICE.

WE HAVE from this date opened an Office and Show-room in the Hongkong Hotel, 100, Queen's Road, and have engaged a staff of Salesmen and Mechanics attending exclusively to the Sale and Repair of REMINGTON TYPEWRITERS.

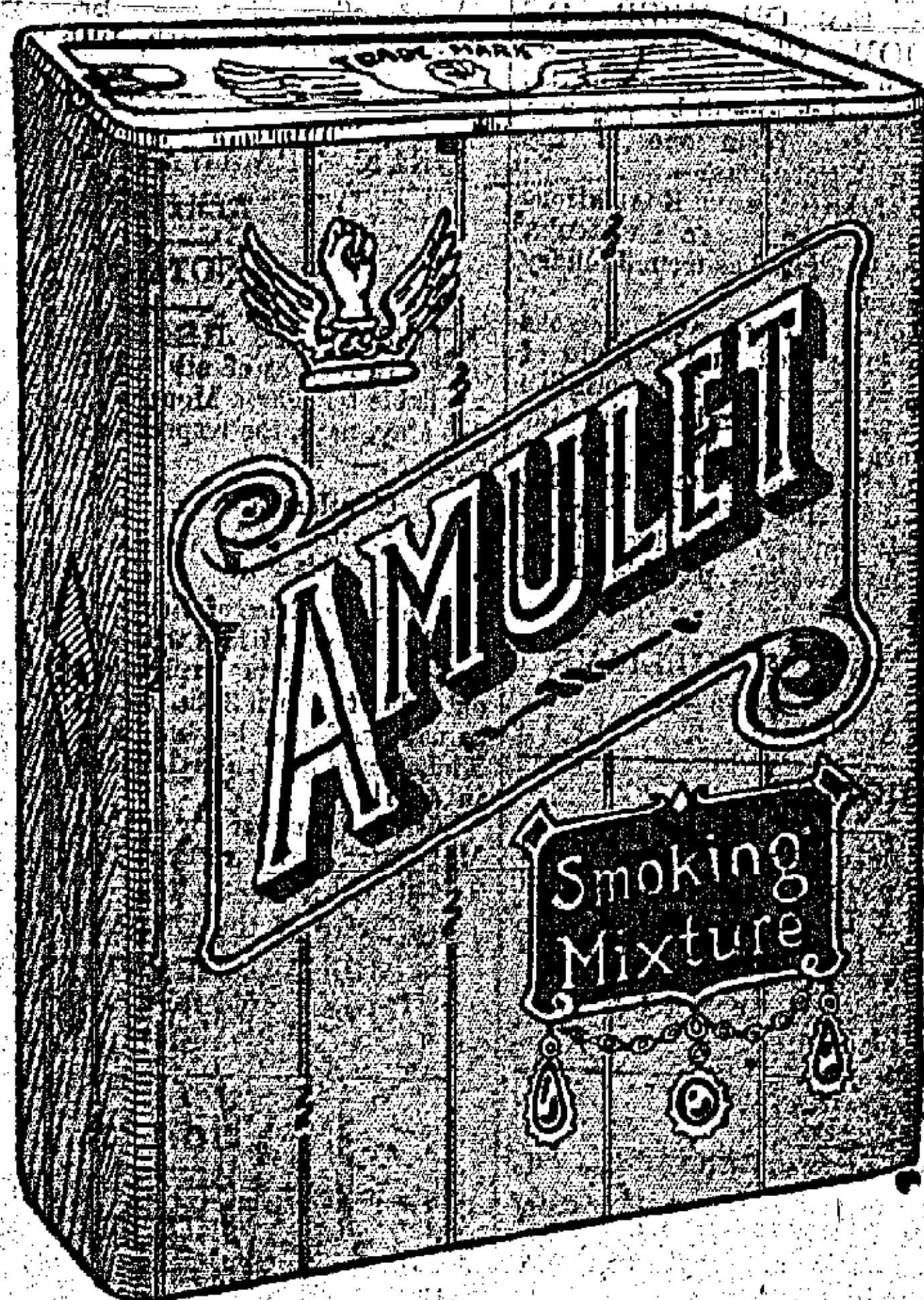
The superiority and the QUALITY of the REMINGTON TYPEWRITER COMPANY'S Productions are well-known in all parts of the World, and we therefore appeal with confidence to ALL users of Typewriters.

May our representative call on YOU with regard to a Machine or to arranging a contract for cleaning and looking after your Typewriter by the year?

MUSTARD & Co.,
HONGKONG HOTEL,
100, QUEEN'S ROAD,
PEDDER STREET,
Sole Distributors for
HONGKONG, CHINA
AND MACAO,
REMINGTON
TYPEWRITER
Co.

Hongkong, 16th April, 1915.

[502]



"AMULET" Tobacco is a delightfully cool smoke for this hot and damp weather.

In each 1lb. tin there is a small BRIAR PIPE.

\$1.10 per 1lb. tin.

SOLD BY—
HONGKONG OFFICE STORE,
A. S. WATSON & Co., Ltd.,
KELLY & WALSH, LTD.,
LANE, CRAWFORD & Co.,
VICTORIA DISPENSARY.

Hongkong, 15th April, 1915.

[497]

NEW ADVERTISEMENTS

BANKRUPTCY No. 13 of 1914.

Re The KWONG MAN CHEUNG Firm of Hongkong also trading as the Loo Chue Seng Firm of Hongkong, the Yow Kuei Firm in Canton, and the Loo Kuei Seng Firm, and the Loo Kuei Seng Firm in Singapore and as the Loo Kuei Seng and Loo Kuei Seng Firm in Penang.

FIRST and FINAL DIVIDEND is intended to be declared in the above matter. Creditors who have not proved their debts by the 15th day of May, 1915, will be excluded. Dated this 16th day of April, 1915.

E. A. M. WILLIAMS, Secretary.
Care of LOWE, BINGHAM & MATTHEWS, New Government Building, Hongkong.

TOYO KISEN KAISHA.

SS. "NIPPON MARU."

FROM SAN FRANCISCO, VIA HONOLULU, JAPAN PORTS AND SHANGHAI.

THE above-named Steamer having arrived, consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signatures, and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on 26th inst., at Noon, will be landed at Consignees' risk and expense and delivery must then be taken from the Company's Godown. No claim will be recognized after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on 26th inst. will be subject to rent and landing charges. All claims and otherwise damaged Cargo to be left on board or Godown, and examination of same will be held on 24th inst., at 10 A.M. All Claims must be filed on or before 2nd May, otherwise they will not be recognized.

K. DOI, Acting Agent.
Hongkong, 19th April, 1915. [515]

IN THE MATTER OF THE COMPANIES' ORDINANCES 1911 AND 1913, and of THE TORRANGE RUBBER CO., LTD. (IN LIQUIDATION).

NOTICE IS HEREBY GIVEN that a GENERAL MEETING of the above-named Company will be held at the Office of Messrs. LOWE, BINGHAM & MATTHEWS, New Government Building, Des Voeux Road, Victoria, in the Colony of Hongkong, on THURSDAY, the 20th day of April, 1915, at 12 o'clock Noon, precisely, for the purpose of having the accounts of the Liquidator, showing the manner in which the winding-up has been conducted and the property of the Company disposed of, laid before such Meeting, and of hearing any explanation that may be given by the Liquidator, and also of determining by Extraordinary Resolution, and Documents in which the Books, Accounts, and Documents of the Company and of the Liquidator thereof shall be disposed of.

E. A. M. WILLIAMS, Liquidator.
Hongkong, 16th March, 1915. [404]

HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF-YEARLY MEETING of the Jockey Club will be held on SATURDAY, the 24th April, 1915, at 12:30 P.M., at the Office of the HONGKONG JOCKEY CLUB, on the Ground Floor of the HONGKONG CLUB ANNEX, Chester Road.

By Order, T. F. HOUGH, Clerk of the Course.
Hongkong, 10th April, 1915. [483]

HONGKONG GENERAL CHAMBER OF COMMERCE.

NOTICE IS HEREBY GIVEN that a GENERAL MEETING of Members will be held in the CHAMBER OF COMMERCE ROOM, CITY HALL, on MONDAY, the 26th April, 1915, at 4:30 P.M., when the following Resolution will be put and if carried will hereafter form one of the Chamber's Rules and Regulations:—
"That Clause III. of the Rules and Regulations of the HONGKONG GENERAL CHAMBER OF COMMERCE be altered as from January 1st, 1916, to read:—

All Mercantile Firms, and persons engaged or interested in the trade of Hongkong or China, shall be eligible for admission as Members in the manner hereafter described, and on payment of \$50 for Fines and \$25 for simple individuals for the current year of their election, and a like annual subscription thereafter, payable on 1st January.

By Order, E. A. M. WILLIAMS, Secretary.
Hongkong, 16th April, 1915. [506]

NOTICE.

WE HAVE This Day been appointed Sole Agents for Hongkong and China by the TATA IRON & STEEL CO. and are prepared to quote for Pig Iron and other Iron and Steel products.

SHEWAN, TOMES & Co.
Hongkong, 12th April, 1915. [491]

ELECTRIC FANS.

A DOZEN OVERHEAD FANS, complete with down rods, fittings, etc., and nearly new. Also HALF A DOZEN DESK FANS. Suitable for Hongkong Supply System. Will be sold separately or in a lot.

Apply, ENGINEERING DEPARTMENT, The University, Hongkong.
Hongkong, 16th April, 1915. [507]

FOR RENT.

FOUR ROOM HOUSE, Conduit Road, available about 1st June. Good View of Harbour. Gas, Electric Light, Bath. Moderate Rent. Option of taking over Fittings at Valuation.

Apply, "HOUSEHOLDER," Care of "Daily Press" Office.
Hongkong, 14th April, 1915. [493]

PUBLIC COMPANIES

ZIANGBE RUBBER CO., LIMITED.

NOTICE IS HEREBY GIVEN that the FIFTH ANNUAL GENERAL MEETING of the SHAREHOLDERS in the above Company will be held at No. 10, Canton Road, Shanghai, on THURSDAY, the 22nd April, 1915, at 4 P.M.

The TRANSFER BOOKS of the Company will be CLOSED from the 14th to the 22nd April, 1915, both days inclusive.

By Order of the Board of Directors, J. A. WATTE & Co., Ltd., Secretaries and General Managers. [506]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FORTY-SECOND ORDINARY YEARLY MEETING of the Society will be held at its Head Office, No. 2, Queen's Buildings, Hongkong, on FRIDAY, the 23rd April, 1915, at Noon, for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1914, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Society will be CLOSED from 13th April to the 23rd April, both days inclusive.

By Order of the Board, C. MONTAGUE EDE, Secretary.
Hongkong, 9th April, 1915. [484]

CHINA TRADERS' INSURANCE COMPANY, LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FORTY-NINTH ORDINARY YEARLY MEETING of the Company will be held at its Head Office, No. 2, Queen's Buildings, Hongkong, on FRIDAY, the 23rd April, 1915, at 12:15 P.M. for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1914, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Company will be CLOSED from 13th April to the 23rd April, both days inclusive.

By Order of the Board, C. MONTAGUE EDE, Secretary.
Hongkong, 9th April, 1915. [485]

THE CHINA BORNEO CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWELFTH YEARLY MEETING of SHAREHOLDERS of the above Company will be held at the Company's Office, St. George's Building, at Noon on FRIDAY, the 30th April, 1915, to receive a Statement of Accounts to 31st December, 1914, and the Report of the General Manager and Consulting Committee and to elect a Consulting Committee and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from the 16th April to the 30th April, 1915, both days inclusive.

THE CHINA BORNEO CO., LTD., W. G. DARBY, General Manager.
Hongkong, 13th April, 1915. [494]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

THE SHARE CERTIFICATES Nos.

2410/2411 for 10 and 25 Shares respectively, numbered 12739/12748 and 35859/35863 inclusive, standing in the register in the joint names of GEORGE ARTHUR ELSTON and JOHN BARNARD CARLHART, Solicitors, Liverpool and Birmingham, having been LOST or DESTROYED. NOTICE IS HEREBY GIVEN that unless the said Certificates be produced at the Office of the Company, Queen's Buildings, Victoria, Hongkong, before the 24th April, 1915, New Certificates for the said Shares will be issued and the Old Certificates will thereafter be held by the Company as Null and Void.

GEO. A. CALDWELL, Secretary.
Hongkong, 25th March, 1915. [426]

PEAK TRAMWAYS COMPANY, LIMITED.

NOTICE.

NOTICE IS HEREBY GIVEN that in respect of all SEASON TICKETS available for Three Months issued on and after 1st May, next, the respective Prices will be as follows:—

Gentlemen	...	\$36.00
Ladies	...	\$18.00
Children	...	\$12.00

and that the Price of Servants' Punch Tickets available for 30 Rides will be \$1.20.

Season Tickets expiring in April can be extended to April 30th, on same terms *pro rata* as now in force, but no three-monthly Season Tickets and no Annual Tickets will be issued in April.

Notice is further given that on and after 1st May next, daily return Tickets and Annual Tickets will be abolished.

By Order of the Directors, JOHN D. HUMPHREYS & SON, General Managers.
Hongkong, 1st April, 1915. [464]

TO LET.

IN ALEXANDRA BUILDINGS, VERY CONVENIENT OFFICES and ROOMS. Including a Fine Commodious Suite.

Apply, SECRETARY, A. S. WATSON & Co., Ltd.
Hongkong, 22nd October, 1914. [86]

QUEEN'S BUILDING.

TO LET, the South-West portion of the FIRST FLOOR, including Treasury on Ground Floor, lately in occupation of the German Bank.

GODOWN, No. 2, Ice House Street.
Apply, THE HONGKONG LAND INVESTMENT AGENCY CO., LTD.
Hongkong, 1st March, 1915. [436]

HOUSES TO LET.

TO LET—FURNISHED.

NO. 4, STEWART TERRACE, THE PEAK, Rent \$125.

Apply, "X. Y. Z., Care of "Daily Press" Office, Hongkong, 16th April, 1915. [508]

TO LET.

A HOUSE in TORRES BUILDINGS, Kimberley Road, Kowloon.

Apply to, SPANISH DOMINICAN PROCURATION, Hongkong, 16th April, 1915. [501]

TO LET.

OFFICE in Hotel Mansions.

Apply to, HENRY HUMPHREYS, Alexandra Buildings, Hongkong, 4th April, 1915. [473]

TO LET.

A HOUSE at Observatory Villas, Kowloon.

Apply to, ARBATON V. APCAR & Co., Hongkong, 16th March, 1915. [393]

TO LET.

GODOWN, No. 24, Prays East.

Apply, KWONG SANG HONG, Ltd., No. 245, Des Voeux Road Central, Hongkong, 16th February, 1915. [305]

TO LET—AT THE PEAK.

NO. 2, STEWART TERRACE, Furnished and newly done up.

Apply, H. E. POLLOCK, Prince's Building, Hongkong, 20th January, 1915. [53]

TO LET.

A HOUSE in Knutsford Terrace, Kowloon.

Apply, THE HONGKONG LAND INVESTMENT AGENCY CO., LTD., Hongkong, 1st March, 1915. [45]

TO LET.

From 1st March.

GODOWN, No. 6, Duddell Street.

Apply, A. B. AVASIA, Care of E. PARSONS, No. 1, Duddell Street, Hongkong, 2nd February, 1915. [244]

TO LET.

NO. 108, MAGAZINE GAP, "KENNELS."

Apply, THE HONGKONG LAND INVESTMENT AGENCY CO., LTD., Hongkong, 31st March, 1915. [54]

TO LET.

FLATS in Nathan Road, Kowloon.

"PENYRHEW," Minden Row, Kowloon, 6-Roomed House with Tennis Court, 1st and 2nd, MINDEN VILLAS, Kowloon, 5-Roomed House with Tennis Court, FOUR-ROOMED HOUSES in Humphrey's Avenue, Gordon Terrace and Salisbury Avenue, Kowloon.

Apply, HUMPHREYS ESTATE & FINANCE Co., Ltd., Alexandra Buildings, Hongkong, 4th March, 1915. [280]

TO LET.

HOUSES in CLIFTON GARDENS, Conduit Road.

OFFICES, facing the Harbour, at the Hongkong Club and East Office, 55, THE PEAK, "THE RETREAT," 21, WONG NEI-CHONG ROAD, GODOWNS, New Praya, Kennedy Town, GODOWNS, at Wanchai Road.

Apply, THE HONGKONG LAND INVESTMENT AGENCY CO., LTD., Hongkong, 1st April, 1915. [38]

TO LET.

OFFICES in St. George's Building, Second Floor, overlooking Harbour.

Apply, SHEWAN, TOMES & Co., Hongkong, 3rd December, 1914. [39]

TO LET.

THE GROUND FLOOR of No. 6, DES VOEUX ROAD CENTRAL, occupied by Madame Gains, etc.

Apply, DAVID SARASON & Co., Ltd., Hongkong, 10th February, 1915. [273]

TO LET.

"BISHOP'S LODGE SOUTH," No. 11, THE PEAK, Unfurnished, 5 Rooms.

No. 25, BELLIOS TERRACE, with entrance on Conduit Road, 3 ROOMS, suitable for Offices, 1st Floor, Queen's Road Central, 2nd Floor, "WESTWARD HO," Donham Road, "EGGESFORD," No. 134, THE PEAK, Unfurnished (6 Rooms), from 1st May, 1915.

"MERTON," No. 6, THE PEAK, Unfurnished (6 Rooms), 2nd Floor, 1st May, 1915.

ROOMS in BEACONSFIELD and 55, ELGIN TERRACE, "HOGATE," Austin Road, Kowloon, "RILLANDONAN," No. 54, Mount Kellat Road, 6 Rooms, unfurnished.

ROOMS, suitable for Offices, on the First Floor of No. 3, Duddell Street, No. 50, THE PEAK (CAMERON VILLAS).
Apply to, LINDSEY & DAVIS, 2nd Floor, Alexandra Buildings, Hongkong 28th March, 1915. [42]

INTIMATION

A. S. WATSON & CO., LTD.

ESTABLISHED 72 YEARS.

WINE & SPIRIT MERCHANTS.

WATSON'S



VERY OLD LIQUEUR

SCOTCH

WHISKY.

Our Celebrated E very old Liqueur Scotch Whisky is a blend of the best Pot Distilled Scotch Whiskies. It is of great age, very fine, and mellow. Its superior quality has established its reputation for over 30 years as THE LEADING SCOTCH WHISKY IN THE EAST.

THORNE'S

No. 4.

OLD VAT

SCOTCH

WHISKY.

As supplied to the House of Lords and House of Commons.

A. S. WATSON & CO., LIMITED.

WINE & SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS, HONGKONG.

HONGKONG OFFICE: 102, DES VOEUX ROAD C. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, APRIL 17TH, 1915.

THE WAR.

The men in the street during the past few months have come to look upon the Great War as not only terribly painful, but painfully slow. That is mainly because (excusably enough) he has not been able to realise the terrible and tremendous task which the blustering War Lord of Europe set before the nations who refused to bend the knee to his false doctrine that the sword is the root of intellectual progress and democratic wisdom. Although it may not be palatable-looking back upon eight months of horrors beyond human conception—to realise that the vital stages of the combat are in their infancy, great and convincing comfort is born of the knowledge that it is the beginning of the end. To be certain of this, one has to grasp two significant facts: that Germany embarked upon her criminal adventure with the conviction that a smart and short victory would be the result for her; that, on the other hand, Great Britain speedily settled down to a plan of campaign which not only amazed and dismayed the enemy, but was beyond the imagination of the most loyal subjects of His Majesty King GEORGE. The might of the British Navy was the backbone of the unprecedented scheme to create a new and efficient army within six months or so; it has enabled millions of fighting men to be shipped in perfect safety from every quarter of the globe to the fields of battle. Victory will assuredly be awarded to the better half of Europe, thanks to the patriotism and bravery of the men of low and high station of life who have been prepared to sacrifice their lives in the service of the cause of the Allies. We are, beyond any doubt, on the eve of great events. For the time being our attention is divided between the war operations in the East and on the Western front. The forcing of the Dardanelles is one of those bold and drastic strokes which cannot

fail to thrill the imagination and impress the whole world. That the Allies will ultimately take Constantinople—"the Key of Europe"—is the confident opinion of British and French military and naval experts, and the after-effects will be profound and far-reaching. Turkey will be staggered by a blow at her very heart. Germany will see the plans for which she has schemed and poured out gold crumble to dust, like the forts before British and French naval guns. No longer will she be able to draw supplies through Turkey and Austria. Gese will be her dream of Germanic predominance in the East, and the Turk, her deluded, if willing, dupe, will at last, after generations of warning, be bundled bag and baggage out of Europe. The fall of Constantinople will also have a powerful effect on Italy, on the Balkan States, and Greece—a country heart and soul with the Allies. The effect, we may be sure, will be all in favour of the Allies, while the opening of the Dardanelles will enable Russia to receive those munitions of war which she lacks, and Great Britain to obtain the cargoes of wheat she needs. If it is true that the Russian reverse some two months ago was largely due to want of ammunition, the imperative necessity of securing a convenient trade route to Russia becomes evident. In any case, it is supremely desirable that Russia should have the equipment necessary to put additional forces promptly in the field against the new German formations. There can be little doubt that in the near future we shall witness events of the highest importance. Russia has passed from the defensive to the offensive, and against the Austrians has attained new striking successes. While the trench-warfare in France and Belgium continues unaltered, there is clear evidence that the initiative and ascendancy have been wrested from the enemy. The Allies will very shortly begin to exert greater pressure—a pressure which this time will never cease until the German barbarians are hurled back, defeated and dismayed, into the Fatherland. The action of the Allies in preventing commodities entering Germany will greatly help to shorten the war, and everything that is legitimate must be subordinated to that end. Wherever we look, on land or sea, things are shaping satisfactorily. The British Navy—as supreme mistress of the seas—has done splendidly; while Britain's new Armies will determine the military situation in Europe. The brilliant and very important victory of the British at Neuve Chapelle—a battle in which the Germans lost close upon 78,000, while some 2,000 more were taken prisoners—has overjoyed the French. It was a most magnificent feat of arms and we can quite understand why hats are taken off to brave "Tommy Atkins" by all admirers in France. The same bravery that characterised the men under the Duke of Wellington is to be found in their comrades of the present day. "Tommy Atkins," like his mate, "Jack Tar," knows how to fight to a finish; neither know when they are beaten. Military France is full of praise for the British troops, who have once more distinguished themselves so conspicuously, and reflected so much credit on their country. The French, too, have displayed great bravery, so have the Belgians in recent fighting, so much so that the Germans may well consider themselves their inferior in many respects. German artillery is no longer a match for that of the Allies, and it has been chiefly all artillery work of late. Very significant is the fact that the allied armies have taken up the attack so far with most encouraging results. The enemy never expected such a crushing defeat at the hands of the hated British as they experienced at Neuve Chapelle, or as they suffered at the hands of the French at Les Eparges. This will give them an idea of what they must expect in the near future. Starvation and constant exposure to Arctic weather, to say nothing of the ill-treatment meted out to them by their officers, is not conducive to German victory. The men are doing all they can, though they now realise that it is useless. It is no longer a secret that the power of Germany is relatively much less than it was last August. She has fought and is fighting still with amazing courage and stubbornness, but every battle means a loss that she cannot afford, and every fight, even if it is won, makes ultimate victory impossible. German resistance shows greater and greater signs of weakness, and this fact is not being overlooked by Germany's enemies. The "wearing down" policy of General Joffre has proved to be the right one, and this policy is to be maintained to the bitter end.

Another contingent of the Shropshire Light Infantry (Territorials) reached the Colony yesterday.

The Rev. J. Kirk Macdonald will speak at the meeting of the Hongkong Christian Union at Ying Wah College, 67, Caino Road, to-day at 5.30 p.m.

The International Banking Corporation of New York have declared a dividend of \$3 per share, payable 1st May, making the total for 1914 of \$8 per share.

The heavy rain on Saturday afternoon stopped all out-of-door activities. The Gymkhana was postponed and football and tennis fixtures could not be played.

Mr. C. L. Williams, American Consul at Nanking, has resigned his post. It is understood that Mr. Williams will reside in Peking and engage in the banking business.

The death occurred at Falmouth last month of Bandmaster W. T. Roberts, of the 3rd Batt. D.C.L.I., who was with the regiment while it was stationed in Hongkong.

From and after the 28th April the sittings of the Police Court will be held in the Court recently built on the site of the Old Magistracy and to be known as "The Magistracy."

We regret to learn that Mr. P. M. Hodgson, Crown Solicitor, has lost a brother at the front—Captain Hodgson of the Lancashire Regiment, who died of wounds received in action.

The General Synod of the Chung Hwa Shing Hui was opened at Shanghai last week. The Rt. Rev. G. H. Lander, Bishop of Victoria, is a member of the House of Bishops, which has a membership of eleven.

The Hongkong Government Gazette notices that the names of the following companies have been struck off the register:—The Hongkong Brewery Company, Limited, and the Wo On Steamship Company, Limited.

During the absence on leave of Mr. James Macdonald, or until further notice, Mr. W. Russell will act as Government Marine Surveyor, Mr. R. Hall as his first assistant, and Mr. J. B. Thomson as his second assistant.

The British Society of Tokyo has remitted 500 guineas to the Prince of Wales' Fund. Prince Fushimi is the patron and Sir W. C. Greene, the British Ambassador, the President of the Society. The amount was almost exclusively contributed by prominent Japanese members.

At to-morrow's meeting of the Sanitary Board correspondence will be submitted relating to the report from the Select Committee appointed to consider the best means of dealing with the present insanitary condition of certain lanes and passages which are used in common by two or more tenants.

Mr. Arthur Peel, his Majesty's Envoy Extraordinary and Minister Plenipotentiary at Bangkok, has been transferred to Rio de Janeiro in a similar capacity. The vacancy in Bangkok is to be filled by the appointment of Mr. Herbert Dering, M.V.O., Counsellor at his Majesty's Embassy at Rome.

Mr. J. E. Bingham, of Shanghai, liquidator of the Siak Indrapoera Rubber Concessions Limited, received, a telegram last week from London announcing that the appeal of Dr. C. J. Nijhuis has been dismissed. The liquidator is not able to declare a final dividend until he knows the expenses of the London liquidation.

Shanghai papers record with deep regret the death of Lieut. Alan A. Drew, of the London Scottish, killed in action on March 17 last. Mr. Drew was well known and had many friends in Shanghai. He came out to the firm of Probst, Hambury & Co. about the year 1907, and remained there for three years, when he went home to go on the stage. He was a prominent member of the A.D.C., a member of the Shanghai Country, Cricket and Rowing Clubs, and rowed in the first and only Hong Four ever put on by his firm, the four winning the race.

News has reached the Colony from Australia of the death there by drowning of Mr. William Dobbs, a building overseer in the service of the Public Works Department of Hongkong. Mr. Dobbs, who was on holiday, was bathing in the surf at North Steyne, Manly, and, going beyond the danger flags, got into difficulties in a strong current. Observers from the beach put out belts and went out to his aid, but Dobbs sank before they reached him. He rose and was seen to be floating, but when his would-be rescuers reached him he was unconscious. He was brought to the shore, and several people, including a doctor, tried every means of resuscitation for over an hour, but, unfortunately, without success.

THE WAR.

BRITISH ROUT TURKS.

ATTACK ON BRITISH TRANSPORT.

GOOD FRENCH PROGRESS.

SULTAN'S SORROW AT A RASH POLICY.

THE CONDITIONS OF PEACE.

RUSSIAN BOOTY AT PRZEMYSL.

MORE AIRSHIP ACTIVITY.

NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

ATTACK ON A BRITISH TRANSPORT.

TURKISH TORPEDO-BOAT DESTROYED.

London, April 17th.

The Admiralty announces that the British transport *Manitou*, carrying troops, was attacked by a Turkish torpedo-boat which fired three torpedoes at her. All missed their mark, however. The torpedo-boat retired but was chased by the cruiser *Minerva* and destroyed on the coast of Chios, the crew being made prisoners.

It is reported that about one hundred men aboard the transport lost their lives through drowning, but full particulars have not yet been received.

London, April 18th.

There was great excitement at Chios at the chase of the Turkish destroyer by the Allies' warships.

The weather was of the roughest, and the destroyer emerged from the Gulf of Smyrna and succeeded in eluding the vigilance of the Allies. She swung around Chios hotly pursued, and came up with the *Manitou* at which she launched torpedoes. These missed and the *Manitou* proceeded. The destroyer then tried to dodge among the small islands, trusting in a knowledge of the channels, but soon realised that the game was up.

The Captain beached the ship on the rocks.

Twenty five Turks and five Germans, including the Captain, were captured by the Greek authorities, and will be interned until the end of the war.

DARDANELLES OPERATIONS.

ALLIES' IMPORTANT PROJECT.

London, April 17th.

The *Times* correspondent at Mytilene says that ten battleships approached Enos. Two entered the bay and destroyed a Turkish camp.

It is believed that the occupation of Mytilene and Scio is imminent.

[Enos is a Turkish port, on the Aegean Sea, at the mouth of the Maritsa, which divides Turkey from Bulgaria.]

Scio (or Chios) is an island off the west coast of Asia Minor. It has an area of 319 square miles, and the population of about 60,000 is practically entirely Greek. Before the Balkan War it belonged to the Turkish Empire, but since that the possession has been disputed, Greece laying claim to this island and to the island of Mytilene, 675 square miles in extent, with a population of over 100,000, mainly Greeks. It lies off the Gulf of Edremit.]

FRENCH BOMBARDMENT OF EL ARISH.

Paris, April 17th.

A communiqué states that yesterday a French battleship, supporting an aeroplane reconnaissance, successfully bombarded enemy works at El Arish where there was a concentration of Turkish troops.

BABATEPEH BOMBARDED.

Amsterdam, April 18th.

A telegram from Constantinople states that H.M.S.'s *Majestic* and *Swiftsure* bombarded Babatepeh on the 15th inst.

A DESPERATE BAYONET FIGHT.

1,100 Petrograd, April 17th.

A communiqué states:—We consolidated our positions between Telephotech and Zaella after a desperate bayonet fight in which we captured the heights which the Austrians had organised. We took 1,140 prisoners, including 24 officers, and three machine-guns.

The enemy suffered great losses in making abortive counter-attacks.

We successfully repulsed the enemy in the region of Stryl.

GENERAL.

[THROUGH REUTER'S AGENCY.]

THE SULTAN'S SORROW. INEXPERIENCE AND A RASH POLICY.

Paris, April 17th.

The *Temps* states that at a Council of the Imperial Family, at Constantinople, the Sultan, who appeared to be greatly overcome, said that he owed his accession to the Young Turks, but he would have preferred never to have reigned than to see the misfortunes which their inexperience and a rash policy had brought upon the country.

ROUT OF THE TURKS AT SHAIBA.

THE BRITISH BOOTY.

London, April 17th.

The Press Bureau announces that the actions in the vicinity of Shaiba were completely successful. The enemy is retreating beyond the point previously reported.

The British on the 14th inst. captured 200 prisoners, and several machine-guns. The Turks hurriedly retreating, abandoned large quantities of tents, equipment stores, 700,000 rounds of rifle ammunition, and 450 boxes of gun ammunition.

Prisoners state that the enemy consisted of two Divisions of regular infantry and 32 guns, irrespective of Arab tribesmen.

GERMAN OFFICER'S CRIME. PROTEST AGAINST MURDER OF BRITISH SCHOOLMASTER.

London, April 17th.

Great Britain, through the American Ambassador at Berlin, has protested in the strongest possible terms against the shooting of a British schoolmaster named Hadley in a train between Berlin and Cologne on the 3rd August by a German officer, who was afterwards court-martialled and acquitted. The protest says that whatever provocation the officer received, the shooting can only be described as murder.

CONDITIONS OF PEACE.

London, April 17th.

Mr. Austen Chamberlain M.P., in moving a resolution at a Unionist meeting at Birmingham approving of the support given by the Unionist leaders to the Government in the prosecution of the war, said that no peace was possible till Belgium was free and compensated, till France had the liberty to think and speak, till Serbia was rewarded for her heroism, and Russia accorded the satisfaction for her ravaged lands and outraged dignity, nor until satisfaction had been found for the legitimate aspirations of our fellow-citizens in Africa and the Pacific.

THE AUSTRIAN ARMY.

CHANGE OF AGE LIMITS.

Vienna, April 18th.

It is officially announced that in view of the possibility of the protraction of the war, and in order to secure the necessary reserves with liability for service, the age for the untrained Land-sturm will hence-forward be from 18 to 50 years. Hitherto, it has been from 19 to 42.

CANADA'S WHEAT SUPPLY.

Winnipeg, April 17th.

The Saskatchewan Government reports an increase of three quarters of a million acres under wheat.

BULGARIA AND THE ENTENTE.

PREMIER'S STATEMENT.

London, April 17th.

The *Daily Mail's* Sofia correspondent says that the Premier of Bulgaria, M. Radoslavoff, has acknowledged the possibility of Bulgaria joining the Entente owing to Germany's refusal to deliver munitions paid for, or to make in April a loan advance as agreed.

THE DEATH OF MR. GLADSTONE.

MESSAGE FROM IRISH LEADER.

London, April 17th.

Mr. Redmond, leader of the Irish Nationalists, has telegraphed to the relatives of the late Mr. W. G. Gladstone, M.P., who was killed in action at the Front:—"The whole Irish people mourn the tragic and heroic end of one who worthily carried on the great tradition of devotion and freedom."

BOMBS DROPPED IN SWISS TERRITORY.

London, April 17th.

It is announced that German aircraft have again dropped bombs on Swiss territory near Berneseville. Switzerland is sending a protest to Germany.

STRASSBURG BOMBED.

Amsterdam, April 17th.

A telegram from Strassburg says that a hostile aircraft dropped twelve bombs and disappeared northward. The airship was seen by the aid of searchlights and was bombarded by anti-aircraft guns.

Two persons were wounded by the bombs and considerable damage done.

EPSOM RACES.

London, April 17th.

There will be no telegraphing facilities at Epsom races next week. Telegrams will have to be carried a mile.

SOUTH AFRICAN FINANCE.

Cape Town, April 17th.

The Government has decided to double the Income Tax.

GREEK POLITICS.

Athens, April 17th.

A noteworthy change has taken place in the attitude of the Government and the Press, under the influence of a general feeling in the country. It is believed that this foreshadows a modification of the policy of the Cabinet.

TSAR GOES TO THE FRONT.

Petrograd, April 17th.

The Tsar has left for the front. (Cables received on Saturday and published in an "extra" yesterday, will be found on pages 6 and 7.)

WAR NEWS.

LORD C. HAMILTON ON THE LOSSES.

Presiding at the annual meeting of the Kensington and Fulham General Hospital, Lord Claud Hamilton said that the papers were not giving the full lists of the losses in Belgium. His own regiment, the Grenadier Guards, had lost their colonel and 16 officers killed and wounded, and out of 1,100 men, the finest in the Army, only 300 had survived.

The Camerons seemed to have been totally wiped out. Their lists of officers, killed and wounded, were appalling.

The system of concealment on the part of the military authorities was most ridiculous, and he was afraid it would have the effect of prolonging the war.

GUNS IN BEER BARRELS.

DAILY GERMEN PLOT UNMASKED.

The *Corriere della Sera* publishes a sensational article entitled "Germany Supplies Arms to the Tripolitans." The article says:—Yesterday morning a sensational discovery was made at Venice by the Customs authorities. Two trucks laden with gunstocks were sent from Berlin on February 20 addressed to a beer agent at Tripoli. During the removal of the consignment from the maritime station to the boat some employees thought they heard strange sounds in the barrels. An examination was made and 92 barrels were found to contain metallic cylinders, in each of which were six French guns of St. Etienne manufacture of 1893 model, with their munitions.

These guns were sent by the Germans to the Arabs for service against Italy, evidently with the intention to make one believe that they were delivered by France. The Germans could conceive nothing better to disturb the harmonious relations between France and Italy.

This scandal has produced an enormous impression in Italy.

SWATOW NOTES.

[FROM OUR OWN CORRESPONDENT.]

Swatow, April 14th.

FEELING AGAINST THE JAPANESE.

The chief topic of conversation is Japan and her cavalier treatment of her neighbour. Feeling is undoubtedly very strained. The youthful spirit favours war rather than submit to the overbearing attitude of the Japanese. The more responsible people do not expect that war will come at present. In business quarters opposition is very strong. Although officials have warned people in authority to be careful of their speech and although the press have been cautioned against inciting language, yet Japanese goods are tabooed everywhere. The patriotic spirit is manifesting itself now in one way and again in another. At present there is a patriotic league on foot to get the 400,000,000 of Chinese to subscribe ten cents each to help the war chest.

CHINA'S COAST DEFENCES.

China is growing alive to the fact that her coast defences are by no means what they should be. Her vast littoral is almost everywhere exposed to an enemy's attack. General Liang Tsang Kün has been offering his opinions on the state of the Swatow defences. At present they are in a hopeless condition. His idea is that Masu, on which there are two old useless defences, should be fortified with modern forts, and that engineers should examine the coast between Swatow and Amoy and report to Peking.

HOKLOS AND THEIR QUEUES.

In the full of opium suppression the soldiers occupy their time in depriving the Hoklo population of their queues. They were the last to adopt the Manchu pigtail, and now, out of sheer "cosiness," they want to be the last to give it up. Among the Hoklos there are still whole villages where the people grow queues and will not have them cut. Knowing that soldiers with big shears waylay them in the market place, they stay at home, so much so that shopkeepers have no buyers of their goods.

SEVERE STORM.

We have had an unusually severe storm of rain, wind, hail, thunder and lightning. It was the most severe experienced for a long time. The hail was as large as starling's eggs, and they played havoc with all the standing crops. Buckwheat has been almost entirely rendered worthless, and garden flowers have been absolutely destroyed. There was a strong wind accompanying the hail, as well as lightning and loud thunder. Boat covers were carried right away, and boats were upset in the river, drowning in some cases, the human freight. We have rarely seen such a raging, furious storm. We have also had heavy rains. The Han river has been very high. The north embankment of Chaschowtoo was all but swept away. Had the flood succeeded in forcing the embankment the whole city would have been sunk in several feet of water, and the loss of life would have been great. For all these calamities there is a reason given. The natives declare that a great snake that has its abode on the Song-plusan has been recently. Whenever it appears there follows great storms!

SEARCHING FOR OPIUM HOARDS.

Quite a number of people have quantities of opium in their possession, and their difficulty now is to get rid of it. Detectives are always on the look-out. Recently a man had put about £100 worth in a basket of charcoal—a very unusual place certainly—but the detectives discovered it and confiscated it.

A BLACKMAILING SOCIETY.

The "Three Dot" society is still alive, and I learn, is quite active in many places. In a true Republic such societies do not thrive as a rule. They have many adherents here. They indulge continually in blackmailing their neighbours and thus are a great nuisance. I have been informed that the only way to secure protection is by becoming a member of the Society!

THE STRANDING OF THE "MINNESOTA."

Telegrams in Shanghai papers state that the G.N.S. *Minnesota* went ashore at Wun-chia (Inland Sea), near the spot where the P. & O. str. *Yife* was lost recently. One cable states that the accident occurred at 11 p.m. on the 11th inst. Another despatch said she was making 60 of water per hour in the No. 1 hold. Many passengers were transferred to the *Yanfa*, which was proceeding to Kobe. The Japanese cruiser *Yakuno* was sent from Kure. It was hoped to get the ship afloat shortly. The *Minnesota* was booked to take 10,000 tons of cargo from Kobe, and consequently there was much distress amongst ship-owners.

ALLEGED MURDER AT TYTAM.

A Chinese woman, said to be the wife of a sub-contractor engaged on the new reservoir at Tytam, was murdered on Thursday afternoon. Deceased's husband, a man named Wo Kow, is stated to be a confirmed gambler. It is alleged that upon his wife remonstrating with him on his falling in this direction, he became incensed and attacked his wife with some instrument, the woman expiring from fracture of the skull. The husband has since disappeared, and it is believed that he has left the Colony.

"WHAT THE BUTLER SAW."

On Saturday evening the Theatre Royal was crowded to excess by expectant theatregoers eager to learn what the butler really did see. The climax of the comedy is the visit at midnight of an inconsequent husband, who had masqueraded as a bachelor, to the apartment expected to be occupied by his wife in a hydropathic establishment, where the guests were both numerous and eccentric, and where two ladies had exchanged rooms of which the said husband was ignorant. For the purpose of the farce the husband blundered into the wrong apartment, and was observed by the ubiquitous butler, Pink (Mr. Wheeler Dryden). The comedy is extremely amusing throughout, and the audience were frequently in shrieks of laughter. In the part of the butler Mr. Wheeler Dryden was a great success, and established himself as a pronounced favourite, and Mr. Chas. Howitt and Miss Gertrude Godard were ably supported by the entire company. To-night the Company produce "Those Terrible Twins."

CANTON CUSTOMS.

Mr. F. W. Mace, Commissioner of Customs, Canton, has been transferred to Tientsin, and will be succeeded by Mr. H. F. Merrill, lately Commissioner of Customs at Shanghai, who is now returning from home leave.

GET-RICH-QUICK WAR.

WEALTH FOR MORIBUND GERMAN FIRMS.

The Berlin correspondent of the *Amsterdam Telegraph*, a recent letter to his newspaper, deals with the war from a point of view which has not hitherto been brought to public notice.

He says:—"For some business men the war has decidedly a pleasant side. Many of the people are making big profits out of the universal unrest, and are thriving, while millions are sacrificing themselves. Thus an engineering concern at Düsseldorf which never paid a single dividend made a profit surplus of £75,000 during the first two months of the war. A good many mills, after writing off enormous profits and raising the reserve funds, are able to pay dividends of 15 and 20 per cent. For millers the war has been an agreeable surprise. A hosiery factory in Berlin, which had not paid a dividend for the last six years, has during five months of war made a profit of £7,943, and has created a special reserve fund of £1,250 and paid 10 per cent. to its smiling shareholders."

Nor have private persons been left out in the cold. Thus the *Muenchener Post* tells the story of a horse-dealer who made a profit of £100,000 on the sale of 5,000 horses. The *Schoenberger Zeitung* mentions a wholesale potato dealer who stored sixty-eight tons of potatoes which he was willing to sell for £5. 6d. a 100lb. When the Minister of Agriculture raised the price the dealer could not sell them for less than £5. 6d. a hundred pounds. "A lively discussion is going on in Germany regarding the new taxes which will probably be introduced by Herr Helfferich, the Finance Minister. Without fresh sources of income the interest on loans cannot be paid. Some optimists are reckoning on the indemnities which Germany will claim from her enemies on the conclusion of peace. But sensible people do not reckon on the proceeds from the sale of castles in the air."

"The municipal taxes have already been increased from 20 to 40 per cent. On Wednesday, when the Reichstag again meets, Herr Helfferich will submit his programme, which will cause many a patriotic heart to turn faint. The first war loan of £200,000,000-odd requires £11,250,000 for interest, while in 1918-1920 the Treasury Bills have to be redeemed."

German is now facing the second loan. It is unknown yet how much this loan will yield, but supposing it is £150,000,000 the interest to be paid will be another £7,500,000. The sum thus far spent for the purpose of the war has not been published. When it is remembered that the income of the State has been considerably diminished and that the import duties on agricultural products have dried up, it will be readily understood how dark is the future with regard to the prospect of the new taxes."

HONGKONG VOLUNTEERS.

We are informed that the men of the No. 1 Artillery Section and of Belcher's Section will not be on duty at Headquarters during the ensuing week.

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THERAPION No. 2

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Mr. & Mrs. A. B. C. W. H.

Mr. & Mrs. A. B. C. W. H.

The following tables were received on Saturday night and issued as an extra yesterday morning.

NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

FRENCH CRUISERS OFF SYRIA.

DESTROY A RAILWAY BRIDGE.

Paris, April 16th.

8.15 p.m.

An official communiqué states that French cruisers have destroyed the bridge connecting Saint John Dore with the railway to the interior of Syria.

RUSSIAN DESTROYERS BUSY IN THE BLACK SEA.

Petrograd, April 16th.

8.15 p.m.

An official communiqué announces that Russian destroyers in the Black Sea sank four Turkish steamers and several sailing vessels off the Anatolian coast (in Adia Minor) and attacked the Turkish batteries at Soudgoudak.

AIRSHIP ACTIVITY.

[THROUGH REUTER'S AGENCY.]

TAUBE DROPS BOMBS IN KENT.

THE TAUBE HIT BY ANTI-AIRCRAFT GUNS.

London, April 16th.

8.50 p.m.

A German aeroplane visited Kent this afternoon, dropping bombs near Herne Bay, Faversham and Sittingbourne.

5.55 p.m.

The Taube, after leaving Sittingbourne, proceeded to Sheerness, but dropped no bombs. It was received by anti-aircraft guns, and is believed to have been hit, as it was seen to dip, but it re-ascended, and flew with great speed across Sheppey towards the sea. British aeroplanes ascended in pursuit.

The bombs dropped near Herne Bay, Faversham, and Sittingbourne did no damage.

TELLING THE TALE TO THE TURK.

London, April 17th.

4.55 a.m.

A Turkish communiqué announces that a Berlin official report has been received stating that naval airships successfully bombed several defended towns on the south-east coast of England on the nights of the 15th and 16th and, though subjected to a heavy fire, returned undamaged.

ZEPPELINS FIRED ON BY THE DUTCH.

FLYING FROM THE DIRECTION OF ENGLAND.

London, April 16th.

3.50 p.m.

Three Zeppelins were sighted whilst flying over some islands off the Dutch coast, returning from the direction of England. One passed straight over Vlissingen and was fired on, but was not hit.

FORTY BOMBS DROPPED NEAR METZ.

POWER STATION, MAGAZINE AND SHELL FACTORY ATTACKED.

Paris, April 17th.

1.25 a.m.

The evening communiqué says: Our aviators have been most active. They dropped forty bombs on the electric station at Maizières, which supplies the fortress town of Metz with power and lighting.

Dense smoke was seen rising from the central building.

Reuter's correspondent adds that the airmen returned scatheless, though they were violently cannonaded by the forts at Metz. On the way back they met and chased three aviators whom they forced to descend.

Ten bombs were dropped on a powder magazine at Rothwell with the result that a great red flame shot up, surrounded by dense smoke.

Ten bombs, also, were dropped on the railway works at Leopoldsdorf, in Baden, which is engaged in manufacturing shells.

THE REDOUTABLE GARROS.

London, April 17th.

11.45 p.m.

The latest exploit of the famous aviator Garros occurred at Dunkirk yesterday morning.

Learning that a German aeroplane had been sighted Garros gave chase. After much jockeying for position, he swooped down from above behind a height of 4,500 feet, and reserved his fire till within 20 yards. Both bullets were of the utmost effect, killing the aviator and observer.

Garros was alone.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

GERMAN AEROPLANE BROUGHT DOWN.

Paris, April 16th.

4.30 p.m.

A Paris communiqué states:—Every thing quiet.

Our artillery hit a German aeroplane, which fell opposite the British lines at Ypres.

FRENCH SILENCE THREE BATTERIES.

COUNTER-ATTACKS REPULSED.

Paris, April 17th.

1.25 a.m.

A Paris evening communiqué says that three German counter-attacks at Notre Dame de Lorette and one at Leperge have been repulsed.

In an artillery duel at Montmorency we silenced three batteries and exploded their ammunition.

RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

RESISTLESS RUSSIA.

Petrograd, April 16th.

10.50 p.m.

An official communiqué reports that in the Carpathians the Russian troops, noisily approaching the enemy's entanglements between the villages of Telepceza and Zuelia, broke through them, and, after a brief bayonet encounter, captured two heights, taking numerous prisoners.

The enemy counter-attacked, and the fighting continues.

The enemy delivered persistent attacks in the regions of Rostock (Germany) and Stry (Austria), but these all proved fruitless.

THE RUMOURED AUSTRO-RUSSIAN PEACE.

AMSTERDAM, April 16th.

10.45 p.m.

The official organ *Freudentag* declares that the reports of the Austrian intention to conclude a separate peace with Russia are devoid of foundation.

TURKEY ISSUING EXCHEQUER NOTES.

AMSTERDAM, April 16th.

10.45 p.m.

A message from Constantinople states that the Government has decided to issue six million pounds small exchequer notes, with forced currency, redeemable six months after peace has been declared.

THE NEAR EAST.

[THROUGH REUTER'S AGENCY.]

FIFTEEN THOUSAND TURKS PUT TO FLIGHT.

BAYONNETTED OUT OF THEIR TRENCHES BY THE BRITISH.

London, April 16th.

10.45 p.m.

The Press Bureau announces that the British offensive was continued on the 16th against the direction of the Turkish line at Shabba Fort. Our troops drove the Turks from their advanced posts, and then attacked the Turkish main line at Birjisywood.

The enemy numbered at least fifteen thousand, including six regular battalions with six guns in well-concealed trenches.

After the most determined resistance the enemy were driven out of the trenches at the point of the bayonet by a charge along the whole line. Thanks to the pluck and determination of the British and Indian troops, the enemy's position was captured in the afternoon.

The British casualties numbered seven hundred.

The Turks are so severely handled that they retired nineteen miles north-west of Zobia.

GENERAL.

[THROUGH REUTER'S AGENCY.]

WINDFALL FOR THE TREASURY.

London, April 16th.

The value of the late Lord Rothschild's estate has been provisionally sworn at two and a half millions sterling.

[Estate over £1,000,000 pay 20 per cent. in Estate Duty. Legacy Duty is payable in addition.]

LORD CURZON ON THE PERSIAN GULF.

GREAT BRITAIN AND THE BAGDAD RAILWAY

London, April 15th.

8.55 p.m.

Presiding at a lecture on the subject of Basrah and Shat-el-Arab, Lord Curzon said, when the time came for the fate of these regions to be discussed the voice of India must be consulted. These regions cannot be left under the futile and inept domination of the Turks. The

[THROUGH BREWER'S AGENCY.]

THE GERMAN "SLAVE-DRIVERS."

EFFECT OF THE TRAINING SYSTEM.

LONDON, April 18th.

The "Eye-Witness" in a report says:—

There has been the usual shelling to report, but no engagement of special importance. The British marksmanship lately has had many successes, and it is claimed to have disposed of 18 snipers in three days. We exploded a mine at 10 Touquet on the 9th inst., under a wall forming part of the front of the enemy line. Despite the difficulty of excavation in a waterlogged area, the operation proved a complete success; an enormous crater replaced the loopholed wall. The German losses must have been considerable, as the wall and neighbouring trenches were well manned. The following day the enemy fired a mine under our trenches without causing any damage. According to a German deserter the enemy's bread rations have been further reduced, and now one loaf daily has to be divided among four men. He says that although not fully recovered from his wound, he was sent back to the front. Many men had been deterred from deserting because they were peasant proprietors, and would lose everything by so doing.

Letters found upon German soldiers show that they had become increasingly pessimistic, although efforts have been made to prevent civilians referring to the food question when writing to the front. The general state of mind in the enemy's ranks is hard to realise. The discipline is principally due to fear, the men being in terror of their officers, who behave with a truculence befitting slave-drivers. The use of the "cat-o'-nine-tails" has been well established in the case of a soldier captured at Neuve-Chapelle. They are in such fear of the officers that there is a general atmosphere of distrust among the men, who do not care to speak to one another of their grievances, in case their complaints reach the ears of their seniors. The slightest fault is punished with extreme severity, the offender often being tied to a tree for hours.

These methods, however, seem to suit the German temperament, though having a degrading effect upon the men, who are gradually brutalised. Most of the acts of savagery are perpetrated by men belonging to the active army or older men exposed to these methods of training. There is a marked difference with more recent recruits. The system of bullying and the exercise of brute force has tended to fill all ranks with an overmastering sense of the power and invincibility of the army, and imbued the soldiers with a sense of their collective superiority over the rest of the world. While this confidence is diminishing it can only be dissipated by a defeat which can neither be concealed nor explained away.

In conclusion, the "Eye-Witness" mentions a humorous incident that occurred on 1st April. An aviator dropped a football in the Lille Aerodrome. As it slowly fell, the Germans were seen scurrying for shelter. The ball rebounding to a tremendous height probably led them to suspect a new devilish trick, and not till the ball finally came to rest did the Germans emerge from their shelters, to read thereon "April fool. Gott Strafe England."

CHINESE TELEGRAMS.

(FROM OUR OWN CORRESPONDENT).

JAPAN AND CHINA.

ANOTHER FRUITLESS DAY.

PEKING, April 17th.

11.40 a.m.

Yesterday's Conference was devoted to the discussion of Mongolian affairs and proved fruitless.

The Japanese demanded that similar privileges to those granted in Manchuria should apply to Mongolia.

"IT'S OUR FIGHT."

NEW ZEALAND AND THE WAR.

Speaking at the New Zealand Club luncheon in Wellington, the Prime Minister, Mr. Massey, said that he did not think that in years to come New Zealanders would have any reason to be ashamed of the part the Dominion had taken in the present world crisis. New Zealand was a small country with a small population, but we offered to do our best and we have done it. We were first to get troops away; our soldiers were the first to take possession of foreign territory. As we began, so we propose to go on. The war has effected the cost of living, and also caused difficulties in finding shipping space for frozen produce, the exports for which alone this season would reach in value \$5,000,000.

The farmers should grow more grain. He believed that as a result of this season's shortage in cereals there would be no more short grain crops for many years to come. Until they produced a surplus the duty on imported wheat would not be reduced. The arrangement to supply meat to the Imperial authorities was working smoothly, and the Government was paying a fair price to the farmers.

Mr. Massey commended the splendid response New Zealand had made to the appeal for the relief of the Belgians and other patriotic purposes. As to New Zealand's war expenditure, it amounted to about \$300,000 per month, and if it were more we would have to face it. "I do not think it is too much," he continued. "I doubt if we are doing enough. Personally I would like to do more, and if the Imperial authorities would indicate some direction in which we can do more, I am quite sure the Government and the people of New Zealand would be glad to accede to the request. It's our fight. We've got to see it through."

H.M.S. "TRIUMPH" IN THE DARDANELLES.

SEVENTEEN TIMES IN ACTION: 2,000 ROUNDS FIRED.

Correspondents of London papers who visited H.M.S. *Triumph* a month ago while the ship was coaling at sea supplied interesting accounts of the part played by this ship in the shelling of the forts of the Dardanelles. Reuter at the time telegraphed a summary of the accounts which have now come to hand by mail.

H.M.S. *Triumph* at that date had been seventeen times in action, had fired over 2,000 rounds, was hit fourteen times, and came out none the worse, and with but few casualties among her crew.

We summarise the following account given by officers to the *Telegraph's* correspondent:—

On February 18th trial trips into the entrance were made by destroyers, which neared the forts and got within 1,000 yards. They were not fired upon.

NO FORT TO BE SEEN.

The *Triumph* was instructed to bombard Fort One and destroy Battery No. 50, both on the European side of the entrance. No trace, however, could be found of the battery, which even the seaplanes failed to locate. Big trenches and barbed wire entanglements only were seen.

At ten o'clock on the morning of February 19th all the ships proceeded against the outer forts, and they opened indirect fire at a range of 7,500 yards. During this indirect bombardment no fire was received from the enemy, and only some troops were seen entrenched on the top of the hills.

The ship then proceeded to reconnoitre at the point called Capt. Helles, and at 2.15 p.m. was opened by her 7.5-in. guns on the trenches, causing considerable damage and destroying the picket-house. At 3.40 p.m. fire was opened on the new works at Cape Tikel (Teele), nicknamed by the sailors "Tickle Point."

A PEACE LOVER'S VENDOR.

When the battleship returned in the evening to rejoin the fleet a vast spectacular scene could be witnessed. The French ships were firing furiously from the south, and the *Vergennes* and *Cornwallis* were steaming up and down firing salvos into Number Three Fort. As sunset the scene was awe-inspiring, and in the words of the chaplain of the *Triumph*—"the only peace-loving man on board," as he himself remarked—a magnificent and glorious one.

The bad weather that followed interrupted the operations, but they were recommenced on February 25th, when the *Triumph* succeeded in locating Battery No. 50.

WITHIN 2,000 YARDS.

On that day three runs were made in the entrance, first by the *Vergennes* and *Cornwallis*, then by the *Gaulois* and the *Bowet*, and lastly by the *Albion* and *Triumph*, who steamed within 2,000 yards of Number Three Fort and obtained direct hits at the guns of the enemy.

That same night the Turks burnt their lighthouses.

On the 26th, when the operations were renewed, howitzers and field guns alone disputed the entrance, and the mine were passed rapidly through, with the *Triumph* following to protect them.

NATTLER'S HIT.

On March 1st the reduction of the defences, not including the Narrows, was proceeded with, and the *Triumph* received orders to make a run with the *Albion* to Fort Dardanelles.

They got quickly under fire from 6-inch howitzers, and here the *Triumph* was hit three times.

One shell went through her armour-plate over one of the 7.5 calibre, where one officer and sixteen men were stationed. The chaplain said he thought the whole of them had been blown up, but fortunately, the shell burst before it went through, and it killed only one man.

Another of the hits went right through to the commander's cabin, but, fortunately, hit no one.

In the evening of the same day (March 1st) the *Triumph* had to cover a demolishing party which went ashore to deal with the forts on the Asiatic side. The blowing up of the gates and other works sent whole pieces of them flying 100 ft. high, and other wreckage was hurled three-quarters the distance across the Straits.

THE "PRESS BUREAU."

When in action the lower deck hands know, of course, nothing as to how the fight is going, and they keep on asking the upper deck for news. The latter the sailors call "The Press Bureau."

The *Triumph*, says the *Daily Mail* correspondent, has had more fighting than any other in the British Fleet, and has fired more shells than any ship in the whole history of the Navy.

In one day's engagement she has used as many shells as would serve her for peace practice purposes for five years.

THE LOSS OF THE "BAYANO."

The Admiralty report on the loss of the British auxiliary cruiser *Bayano* (4,200 tons) sunk by a German submarine off Crete Point on the west coast of England early last month, states:—Twenty-six members of her crew have been saved. Commander Henry C. Carr and 13 officers are missing. It was pitch dark when the vessel was struck by a torpedo. Many of the crew were asleep at the time, but no panic occurred. Some of the boats were cut away, but were smashed in their descent. Commander Carr called to a sailor engaged in throwing out lifebelts. "My good lad, save yours!" The Commander stood on the bridge, cool and collected, as the ship went down, dragging the bulk of the men into the vortex. The sailor became jammed between a funnel and a stay, and was carried down, but released himself while under the water after being struck by the *Bayano* rescued the men, who were exhausted after having been four hours in the water. Some were clinging to an upturned boat and others were clinging to rafts. The patrol ship *Tara* rescued eight more. The steamer *Castleragh* passed the scene of the disaster during the forenoon of Thursday and noticed floating wreckage as well as dead bodies of sailors with lifebelts on. She searched for survivors, but was compelled to flee before a German submarine which chased her for 20 minutes.

GERMAN ESPIONAGE IN ENGLAND.

A BRIGHTON EXAMPLE.

A MILITARY STAFF OFFICER AS WAITER IN A BOARDING-HOUSE.

LONDON, March 12th.

An incident at Brighton has revealed a remarkable case of German espionage on the South coast. For some years a German had been employed as head waiter at a select boarding-house in the western part of the town, within view of the sea front. A man of fine physique, with good address, polished manners, and the command of several languages, he was quite popular with all the visitors at the establishment, and the proprietor and his household regarded him as "a perfect treasure." He would do anything in the business, and was always cheerful and willing even when hours of duty were long and laborious. His only associates were German waiters from the neighbouring hotels, particularly the houses frequented by military officers visiting Brighton. On the outbreak of war he intimated that he had compressed his necessary for him to return to his country and join the colours. This was a shock to everybody in the house, and there was much lamentation at the loss of an invaluable servant. On his departure he intimated that he had compressed his belongings into a box in his room. He was not taking it with him as he was not certain where he was going to be quartered, but he had arranged with a German pal in the town to remove the box in a few days, and take care of it, or send it on when requested. From what has subsequently transpired there is no doubt that such was the original intention. Within a few days of that date, however, the police were "rounding up" aliens, and the "pal" never appeared to claim the box. Whether he left the town, or fearing a police raid, thought it prudent not to have the box in his possession, is not certain. The people of the house took advantage of the disappearance of the trunk, the mystery of which began to awaken suspicion.

It was decided to investigate the matter. In the presence of the police the contents were examined. They consisted almost entirely of correspondence and official documents in German, which showed clearly enough that the genial head waiter was none other than an officer in the German Secret Military Service. There was an elaborate map of London, with the most minute information about the country on the south side. It is suggested that, as the man did not leave until after the declaration of war, and certain Customs examinations had come into operation, he was afraid of the box revealing his identity.

THRILLING ACHIEVEMENT OF THE CONNAUGHT RANGERS.

A GORDON HIGHLANDER'S TRIBUTE.

Private Robert McGregor, of the Gordon Highlanders, writing to his father, who resides at Parkhead, gives the following thrilling account of an engagement with the Germans:—

Our trenches for two miles were of a Y shape, and the Huns seemed to direct all their guns on this part. One shell came right into our position, and knocked over twelve of our fellows. They were practically torn to shreds, and the whole side of the trench was torn up. Our own guns were blazing away and I think found the fellows who were annoying us as they were not slack and finally ceased. This sort of thing was kept up until day dawned, and we lost (remainder of this sentence censored). We saw the Huns advancing as unconcerned as if on parade. They came in close formation, and there must have been ten to one against us. We fired as hard as we could, but they seemed to come out of nowhere and never halted. When they were getting too close we charged. It was our only chance. When they saw us leave the trenches they halted for a moment, but afterwards came on to meet us. I don't remember much of what took place then. It was a hot and black, hot and black. Our officers saw the Germans reinforced, and sounded the retreat, but owing to the few machine-guns we couldn't get back to our trenches.

The Germans, now greatly increased, came on again, and our fellows, only about 170 left, got ready to meet what seemed certain annihilation. But just at that moment we heard the sound of singing and the song was "God Save Ireland." It was the Connacht Rangers coming to our relief. Well, I have seen some reckless Irishmen in my time, but nothing to match the recklessness and daring of these gallant Rangers. They took the Germans on the left flank.

The Germans now would probably number about 200 against about 500 Connachts and 170 of us, but they had been 50,000 Germans I don't believe in my own eyes they could have stood before the Irish. They simply were irresistible, and all the time kept singing "God Save Ireland." One huge red-haired son of Erin having broken his rifle, got possession of a German officer's sword, and everything that came in the way of this giant went down. I thought of Wallace. Four hundred and seventy Huns were killed and wounded, and we took seventy prisoners. Had it not been for the Irish I wouldn't be writing this, and when it comes to a hand-to-hand job there is nothing in the whole British Army to approach them. God save Ireland and Irishmen.

THE NAVAL LOSSES.

An interesting comparison is made by *The Times* of the naval losses of the Allies' Navies and of the German, Austrian and Turkish Navies from the beginning of the war to the 1st March. Our contemporary estimates the approximate total tonnage of the British, French, Russian and Japanese Navies at the outbreak of the war to have been 5,000,000 tons, and that of this tonnage a percentage of 21 has been lost. The approximate total tonnage of the German, Austrian and Turkish Navies at the outbreak of war is given as 1,750,000 and their losses to 1st March are estimated at 7 per cent. of this total. The above estimates do not include armed merchantmen and auxiliaries, of which the Allies have lost five and the Germans sixteen. Including these the Germans had lost a total of 62 vessels and the Allies a total of 25 vessels.

SHIPPING IN PORT.

ARRIVAL, British str., 1,355, G. W. Eady, 10th April—Shanghai 6th April, General—Butterfield & Swire.

CHONGSHING, British str., 1,530, Liddel, 13th April—Tientsin, Swatow 12th April, General—Jardine, Matheson & Co.

CHUNSHI, British str., 1,350, Finlayson, 18th April—Manila 13th April, General—Butterfield & Swire.

CHUPHONG, British str., 1,194, T. M. Meyrick, 7th April—Tientsin 31st March, General—Jardine, Matheson & Co.

CHUYUEN, Chinese str., 1,177, Ross, 16th April—Shanghai 10th April, General—Chinese.

CHUYUEN, British str., 1,424, Holmwood, 14th April—Swatow 13th April, General—Jardine, Matheson & Co.

CHUYUEN, British str., 1,592, J. Jenkins, 12th April—Saigon 7th April, Rice—Chinese.

EMPIRE, British str., 2,841, Pilcher, 10th April—Mol 9th April, General—Gibb, Livingstone & Co.

FAU SANG, British str., 1,410, H. S. Malkin, 11th April—Saigon 7th April, Rice—Jardine, Matheson & Co.

FOOSHING, British str., 1,323, Hay, 10th April—Bangkok 8th April, Rice—Jardine, Matheson & Co.

HARAMEYAL, American str., 1,711, J. Lenoir, 13th April—Saigon 5th April, Rice—Chinese.

HONG BEE, Chinese str., 2,063, Ogden, 14th April—Singapore 8th April, General—Chinese.

ITOLA, British str., 3,402, R. S. B. Butler, 16th April—Mol 9th April, General—David Sassoon & Company.

KASHING, British str., 1,143, G. Byers, 15th April—Hongay 12th April, Coal—Butterfield & Swire.

KJELD, Norwegian str., 910, Hellesoe, 15th April—Shanghai 10th April, General—Chinese.

KWANGSHAN, Chinese str., 1,386, Charters, 14th April—Shanghai 2nd April, General—Chinese.

LAIBANG, British str., 2,225, Mooney, 16th April—Singapore 10th April, General—Jardine, Matheson & Co.

MAADALA, Swedish str., 3,395, Anderson, 6th April—Sabang 29th March, General—Swedish East Asiatic Co.

MIYU MARU, Japanese str., 1,509, S. Teutsu, 6th April—Saigon 4th April, Rice—Chinese.

MYOJISAN MARU, Japanese str., 1,702, K. Unakata, 15th April—Wakamatsu 5th April, Coal—Mitsui Bussan Kaisha.

PHENIUS, British str., 4,238, T. W. Smallwood, 6th April—Yokohama 21st March, General—Butterfield & Swire.

PROMETHEUS, British str., 1,241, W. Jensen, 14th April—Bangkok 6th April, Rice—Thoresen & Co.

SUBANG, British str., 1,737, Simpson, 13th April—Wei-hai-wei 7th April, Coal—Jardine, Matheson & Co.

TACOMA, "Mant" Japanese str., 3,523, Hamata, 14th April—Manila 12th April, General—Osaka Shosen Kaisha.

TAKI, "Mant" Japanese str., 1,693, Terashima, 13th April—Chingwangtao 5th April, Coal—Doddwell & Co.

YEI MARU, Japanese str., 2,726, P. Itani, 14th April—Wakamatsu 5th April, Coal—Mitsui Bussan Kaisha.

YODO MARU, Japanese str., 1,390, T. Hashimoto, 14th April—Bangkok 5th April, Rice—Chinese.

LATEST STEAMER MOVEMENTS.

The P.M. str. *Siberia* arrived at San Francisco on April 15th.

The P.M. str. *Mongolia* sailed from Yokohama on Thursday, April 15th, and will sail from Nagasaki to Hongkong direct, omitting call at Manila. She is carrying her own mails and is expected to arrive at Hongkong on about the 22nd instant.

FORTHCOMING EVENTS.

TO-DAY

3 p.m.—Auction of Crown Land at Star Street, at Public Works Dept.

TO-NIGHT

9.15 p.m.—Messrs. Charles Howitt and A. Phillips at the Theatre Royal—"Those Terrible Twins."

TO-MORROW

Noon—Toorangie Rubber Co. Ltd., General Meeting at the Office of Messrs. Lowe, Bingham & Matthews.

9.15 p.m.—Messrs. Charles Howitt and A. Phillips at the Theatre Royal—"Diana of Dobson's."

Wednesday, 21st April—

9.15 p.m.—Messrs. Charles Howitt and A. Phillips at the Theatre Royal—"Under Two Flags."

Thursday, 22nd April—

9.15 p.m.—Messrs. Charles Howitt and A. Phillips at the Theatre Royal—"A Member of the Tribe."

Friday, 23rd April—

Noon—The Insurance Society of Canton, Ltd., Ordinary Yearly Meeting.

12.15 p.m.—China Traders' Insurance Co., Ltd., Ordinary Yearly Meeting.

Saturday, 24th April—

12.30 p.m.—Hongkong Jockey Club Half-Yearly Meeting.

Monday, 26th April—

4 p.m.—Hongkong General Chamber of Commerce Annual General Meeting in the Old Chamber of Commerce Room, City Hall.

4.30 p.m.—Hongkong General Chamber of Commerce General Meeting in the Chamber of Commerce Room, City Hall.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, April 18th.

	Previous On Date	On Date	at
	Day	at	2 p.m.
Temperature	29.77	29.80	29.79
Humidity	79	78	81
Direction	SSW	SSW	South
Force	2	1	2
Weather	alt	o	c
State		1.06	

Highest open air Temperature on 17th ... 81.

Lowest open air Temperature on 17th ... 75.

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Hongkong, 13th March, 1915. [383]

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* TAIKONG	JAVA	In port	—	—
* TAIKONG	JAPAN	18th April	JAVA	2nd April
* TAIKONG	JAVA	23rd April	SHANGHAI	1st half May
* TAIKONG	JAVA	26th April	SHANGHAI	1st half May
* TAIKONG	JAVA	1st half of May	—	—
* TAIKONG	JAVA	2nd half of May	—	—

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Hongkong, 3rd July, 1914. [133]

SHIPPING

ARRIVALS

CHILAN MARU, Japanese str., 1,146, M. Oka, 17th April—Swatow 16th April, Ballast—Order.

DAIYU MARU, Japanese str., 2,750, Y. Goto, 17th April—Wakamatsu 11th April, Coal—Mitsui Bussan Kaisha.

DAIGO MARU, Japanese str., 899, S. Tokushige, 17th April—Haiphong 15th April, General—Osaka Shosen Kaisha.

DAINICHI MARU, Japanese str., 1,092, J. Fukui, 18th April—Mitsui 16th April, Coal—Mitsui Bussan Kaisha.

EUMAEUS, British str., 4,206, F. Beattie, 18th April—Liverpool and Singapore 12th April, General—Butterfield & Swire.

HAIMUN, British str., 641, A. H. Stewart, 18th April—Fochow, Amoy, and Swatow 17th April, General—Douglas Lapsrak & Co.

HAKATA MARU, Japanese str., 3,647, Kawashima, 16th April—Moi 9th April, General—Nippon Yusen Kaisha.

HONGKONG, French str., 739, A. Marquette, 17th April—Haiphong 14th and Port Bayard 15th April, General—A. R. Marty.

LUCIFER, British str., 1,221, D. R. Davies, 16th April—Shanghai 13th April, General—Butterfield & Swire.

NIPPON MARU, Japanese str., 3,461, K. Hashimoto, 16th April—San Francisco 20th March, General—Toyo Kisen Kaisha.

SELVUS, Norwegian str., D. Hovbrenner, 17th April—Bangkok 10th April, Rice—Thoresen & Co.

WENCHOW, British str., 560, P. H. Purcell, 16th April—Fakhoi and Itoihou 15th April, General—Butterfield & Swire.

DEPARTURES

BOLEFOS, Norwegian str., for Bangkok, 18th April.

HUPEN, British str., for Bangkok, 18th April.

JADE, French str., for Haiphong, 18th April.

KEIJO MARU, Jap. str., for Haiphong, 18th April.

MEXICO CITY, British str., for Saigon, 18th April.

NIKKO MARU, Jap. str., for Australia, 18th April.

TAKI MARU, Japanese str., for Kwang-chowwan, 18th April.

TALHUYEN, British str., for Vancouver, 18th April.

YAWATA MARU, Jap. str., for Singapore, 18th April.

YUENSANG, British str., for Manila, 18th April.

HAKATA MARU, Jap. str., for Singapore, 18th April.

INPATRIC, British str., for Moji, 18th April.

KASHING, British str., for Saigon, 18th April.

SHIPPING REPORTS

The British str. *Lachow* reports: Moderate monsoon and fine weather throughout passage.

The British str. *Haimun* reports: Moderate southerly breeze and swell, overcast, cloudy and clear.

PASSENGERS

ARRIVED

Per *Wenchow*, from Fakhoi, Mr. and Mrs. G. W. Pearson.

Per *Lachow*, from Shanghai, Mr. and Miss Johnstone, Mr. and Mrs. Pugh and Mr. and Mrs. Tweedie.

Per *Haimun*, from Fochow, etc., for Hongkong, Mr. H. Surplice, Mr. Kitchell, Mrs. F. E. McHugh, Mr. Fenford, Mr. E. R. Smith, and Mrs. W. D. Kraft.

Per *Nippon Maru*, from San Francisco, for Hongkong, Mr. F. L. Blessing, Miss Lucille Camp, Mrs. B. C. Coley, Mr. J. S. S. Cooper, Dr. W. H. G. Lacombe, Mr. J. C. Johnson, Mr. W. C. Lacombe, Mr. H. C. Moore, Capt. G. W. Oliverona, Mr. and Mrs. R. Del Pan and native servant, Mr. and Mrs. A. M. Paget, Mr. V. M. Smith, Mrs. S. Rosette, and Dr. F. Singian.

DEPARTED

Per *Nikko Maru*, from Hongkong, for Australia, Mr. Thos. Wm. Sherstone, Mr. and Mrs. Souter and child, Mr. R. Z. Yamagami, Dr. T. Kotani, Mr. S. Nakagami, Mr. and Mrs. J. J. Steep, Mr. J. R. Redfern, Mr. J. A. Hallam, Mr. J. E. H. Glover, Mr. H. Shimizu, Mr. J. E. Loosin, Miss M. Prior, Mr. W. Watch, Mr. and Mrs. Dwyer, child and amah, Mr. H. J. Ralph, Mr. A. Miller, Mr. and Mrs. A. G. Catho, Mr. Lewis, Mr. Cummings, Mr. Arnold, Mr. MacDougall, Mr. G. Ligon, Mr. Rowlands, Mr. S. Butlett, and Mr. K. Shimidzu.

VESSELS EXPECTED

THE AUSTRALIAN MAIL.
The Australian Oriental Line str. *Taiyang* left Zamboanga for Hongkong via Manila on 15th inst., and may be expected to arrive on or about 21st inst.

MERCHANT STEAMERS

The Ben Line str. *Benavon* from Hull, Middleboro, and London, left Singapore for this port on 13th inst., and may be expected to arrive here on or about 19th inst.

The str. *Santhia* from Calcutta, left Singapore on 13th inst. afternoon, and may be expected here on or about the 20th inst., daylight.

The Ben Line str. *Beninnes* from Middleboro and London, left Singapore for this port on 14th inst., and may be expected to arrive here on or about 20th inst.

The Barber Line str. *Bolton Castle* for Hongkong via Panama Canal left New York on the 29th January and is therefore due.

SHIRE LINE, LIMITED.

Carnarvonshire, from Japan, is due in Hongkong 20th April.
Merionethshire, from London, is due in Hongkong 30th May.

NOTICE TO CONSIGNEES

FROM SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship

"ITOLA"
having arrived from the above Ports, Consignees are hereby informed that their

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "K," nearest Hongkong "H," midway between Hongkong and Kowloon "M," and those vessels berthed at the Kowloon Wharf "L.W." together with the number denoting the section.

SECTIONS

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blaise Pier. 3. From Blaise Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & NO.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON	CARNARVONSHIRE	Brit. str.	---	O. G. Smith, R.N.V.	JARDINE, MATHESON & Co., Ltd.	To-morrow.
LONDON VIA USUAL PORTS OF CALL	MAITA	Brit. str.	---	D. Aubrey	P. & O. S. N. Co.	On 23rd inst., at Noon.
LONDON & SINGAPORE VIA PENANG, COLOMBO, & MAURITIUS	NOBE	Brit. str.	---	Yamawaki	P. & O. S. N. Co.	On 23rd inst., at Noon.
MAURITIUS, LONDON & VIA SINGAPORE, &c.	YAMAWAKI	Jap. str.	---	---	ASSOCIATED MARITIMES	On 1st May, at 1 P.M.
MAURITIUS, LONDON & VIA SINGAPORE, &c.	EDWERT SIMONS	Frans. str.	---	---	THE BANK LINE, LIMITED	On 10th May.
MAURITIUS, LONDON & VIA SINGAPORE, &c.	KALOMO	Brit. str.	---	T. Hamada	OSAKA SHOSHEN KAISHA	On 23rd inst., at 3 P.M.
MAURITIUS, LONDON & VIA SINGAPORE, &c.	TADOMA MARU	Jap. str.	---	K. Asakawa	NIPPON YUSEN KAISHA	On 4th May, at 4 P.M.
MAURITIUS, LONDON & VIA SINGAPORE, &c.	SADO MARU	Jap. str.	---	---	SHAW, TOMES & Co.	About End of April.
MAURITIUS, LONDON & VIA SINGAPORE, &c.	INDRADEO	Brit. str.	---	---	DODWELL & Co., Ltd.	On 14th May.
MAURITIUS, LONDON & VIA SINGAPORE, &c.	BOLTON CASTLE	Brit. str.	---	---	THE BANK LINE, LIMITED	On 27th inst., at 10.30 A.M.
MAURITIUS, LONDON & VIA SINGAPORE, &c.	INVERIC	Brit. str.	---	A. Wallace	TOYO KISEN KAISHA	On 4th May, at 1 P.M.
MAURITIUS, LONDON & VIA SINGAPORE, &c.	NIPPON MARU	Jap. str.	---	Emery Blocc	TOYO KISEN KAISHA	On 11th May, at Noon.
MAURITIUS, LONDON & VIA SINGAPORE, &c.	MONGOLIA	Jap. str.	---	Filmer	TOYO KISEN KAISHA	On 18th May, at Noon.
MAURITIUS, LONDON & VIA SINGAPORE, &c.	SHINTO MARU	Jap. str.	---	J. Hill	PACIFIC MAIL S.S. CO.	On 1st May.
MAURITIUS, LONDON & VIA SINGAPORE, &c.	PERIA	Brit. str.	---	A. J. Hall	TOYO KISEN KAISHA	On 12th May.
MAURITIUS, LONDON & VIA SINGAPORE, &c.	MONMOUTHSHIRE	Brit. str.	---	---	GIBB, LIVINGSTON & Co.	To-day, at 10 A.M.
MAURITIUS, LONDON & VIA SINGAPORE, &c.	SAKURA MARU	Jap. str.	---	Tomimaga	NIPPON YUSEN KAISHA	On 17th May, at 11 A.M.
MAURITIUS, LONDON & VIA SINGAPORE, &c.	SHIRAZ	Brit. str.	---	---	THE BANK LINE, LIMITED	On 15th May, at 4 P.M.
MAURITIUS, LONDON & VIA SINGAPORE, &c.	SHIRAZ	Brit. str.	---	---	NIPPON YUSEN KAISHA	To-morrow, at D'light.
MAURITIUS, LONDON & VIA SINGAPORE, &c.	SHIRAZ	Brit. str.	---	---	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 4 P.M.
MAURITIUS, LONDON & VIA SINGAPORE, &c.	SHIRAZ	Brit. str.	---	---	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
MAURITIUS, LONDON & VIA SINGAPORE, &c.	SHIRAZ	Brit. str.	---	---	NIPPON YUSEN KAISHA	On 21st inst., at 10 A.M.
MAURITIUS, LONDON & VIA SINGAPORE, &c.	SHIRAZ	Brit. str.	---	---	ASSOCIATED MARITIMES	On 21st inst.
MAURITIUS, LONDON & VIA SINGAPORE, &c.	SHIRAZ	Brit. str.	---	---	JARDINE, MATHESON & Co., Ltd.	On 22nd inst., at D'light.
MAURITIUS, LONDON & VIA SINGAPORE, &c.	SHIRAZ	Brit. str.	---	---	BUTTERFIELD & SWIRE	On 22nd inst., at 4 P.M.
MAURITIUS, LONDON & VIA SINGAPORE, &c.	SHIRAZ	Brit. str.	---	---	P. & O. S. N. Co.	On 23rd inst.
MAURITIUS, LONDON & VIA SINGAPORE, &c.	SHIRAZ	Brit. str.	---	---	NIPPON YUSEN KAISHA	On 23rd inst., at D'light.
MAURITIUS, LONDON & VIA SINGAPORE, &c.	SHIRAZ	Brit. str.	---	---	BUTTERFIELD & SWIRE	On 1st June.
MAURITIUS, LONDON & VIA SINGAPORE, &c.	SHIRAZ	Brit. str.	---	---	P. & O. S. N. Co.	Quick despatch.
MAURITIUS, LONDON & VIA SINGAPORE, &c.	SHIRAZ	Brit. str.	---	---	NIPPON YUSEN KAISHA	On 25th inst., at Noon.
MAURITIUS, LONDON & VIA SINGAPORE, &c.	SHIRAZ	Brit. str.	---	---	OSAKA SHOSHEN KAISHA	On 21st inst., at D'light.
MAURITIUS, LONDON & VIA SINGAPORE, &c.	SHIRAZ	Brit. str.	---	---	DOUGLAS LAPSRAK & Co.	On 21st inst., at 1 P.M.
MAURITIUS, LONDON & VIA SINGAPORE, &c.	SHIRAZ	Brit. str.	---	---	DOUGLAS LAPSRAK & Co.	On 23rd inst., at 1 P.M.
MAURITIUS, LONDON & VIA SINGAPORE, &c.	SHIRAZ	Brit. str.	---	---	DOUGLAS LAPSRAK & Co.	On 27th inst., at 1 P.M.
MAURITIUS, LONDON & VIA SINGAPORE, &c.	SHIRAZ	Brit. str.	---	---	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
MAURITIUS, LONDON & VIA SINGAPORE, &c.	SHIRAZ	Brit. str.	---	---	JARDINE, MATHESON & Co., Ltd.	On 24th inst., at 3 P.M.
MAURITIUS, LONDON & VIA SINGAPORE, &c.	SHIRAZ	Brit. str.	---	---	BUTTERFIELD & SWIRE	On 27th inst., at 4 P.M.
MAURITIUS, LONDON & VIA SINGAPORE, &c.	SHIRAZ	Brit. str.	---	---	BUTTERFIELD & SWIRE	Quick despatch.
MAURITIUS, LONDON & VIA SINGAPORE, &c.	SHIRAZ	Brit. str.	---	---	JAVA-OSHA JAPAN LINE	On 26th inst., at 7 A.M.
MAURITIUS, LONDON & VIA SINGAPORE, &c.	SHIRAZ	Brit. str.	---	---	OSAKA SHOSHEN KAISHA	On 26th inst.
MAURITIUS, LONDON & VIA SINGAPORE, &c.	SHIRAZ	Brit. str.	---	---	NIPPON YUSEN KAISHA	To-morrow, at 1 P.M.
MAURITIUS, LONDON & VIA SINGAPORE, &c.	SHIRAZ	Brit. str.	---	---	DAVID SASSON & Co., Ltd.	On 21st inst., at 3 P.M.
MAURITIUS, LONDON & VIA SINGAPORE, &c.	SHIRAZ	Brit. str.	---	---	JARDINE, MATHESON & Co., Ltd.	On 1st May.
MAURITIUS, LONDON & VIA SINGAPORE, &c.	SHIRAZ	Brit. str.	---	---	THE BANK LINE LTD.	On 15th June.
MAURITIUS, LONDON & VIA SINGAPORE, &c.	SHIRAZ	Brit. str.	---	---	BUTTERFIELD & SWIRE	To-day, at Noon.
MAURITIUS, LONDON & VIA SINGAPORE, &c.	SHIRAZ	Brit. str.	---	---	OSAKA SHOSHEN KAISHA	On 21st inst., at 10 A.M.
MAURITIUS, LONDON & VIA SINGAPORE, &c.	SHIRAZ	Brit. str.	---	---	JARDINE, MATHESON & Co., Ltd.	On 28th inst., at 10 A.M.
MAURITIUS, LONDON & VIA SINGAPORE, &c.	SHIRAZ	Brit. str.	---	---	BUTTERFIELD & SWIRE	To-day, at 9 A.M.

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
SHANGHAI VIA SWATOW	"CHOYSHANG"	Tuesday, 20th Apr. D'light.
TIENTSIN VIA WEIHAIWEI	"CHEONGSHING"	Tuesday, 20th Apr. D'light.
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Wednesday, 21st Apr. 3 P.M.
SHANGHAI, KOBE & YOKOHAMA	"KUMSANG"	Thursday, 22nd Apr. D'light.
SHANGHAI, KOBE & YOKOHAMA	"LOONGSHANG"	Saturday, 24th Apr. 3 P.M.
HAIPHONG	"TAKSHANG"	Wednesday, 25th Apr. 10 A.M.

RETURN TOURS TO JAPAN:
The Steamers "KUMSANG," "KUMSANG," and "KUMSANG" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "YAMAGUCHI," "KUMSANG," and "KUMSANG," leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning "about" direct to Hongkong. Time occupied 6 days.
These vessels have all modern improvements and are fitted throughout with Electric Light.
A daily qualified surgeon is also carried.
Passengers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.
Taking Cargo on Through Bills of Lading to Yanchow, Chefoo, Tientsin, Yantai, W'wei, Nohwan, and other ports.
Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd.,
Hongkong, 17th April 1915. GENERAL MANAGERS.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Overland Rates.

For Freight or Passage, apply to

JARDINE MATHESON & Co. Ltd.

Telephone No. 215. AGENTS
Hongkong, 15th April, 1914.

THE ROYAL MAIL STEAM PACKET COMPANY.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

"SHIRE" LINE SERVICE—HOMEWARDS.

FOR	STEAMERS	DATE OF DEPARTURE
LONDON	"CARNARVONSHIRE"	On 20th April.
LONDON	"MONMOUTHSHIRE"	On 26th April.

TRANS-PACIFIC SERVICE.

PACIFIC MAIL S.S. CO.

OPERATING MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.	
MONGOLIA 27000 tons	MANCHURIA 27000 tons
KOREA 18000 tons	SIBERIA 18000 tons
CHIN 12000 tons	NILE 10000 tons
PERSIA 8000 tons	
Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco	
"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe	
MONGOLIA	Sailing TUESDAY, 4th May, at 1 P.M.
PERSIA (via Manila)	TUESDAY, 13th May, at Noon.
KOREA	WEDNESDAY, 20th May, at 1 P.M.
SIBERIA	TUESDAY, 1st June, at 1 P.M.

These steamers are famous for their modern equipment, comfort, and the superiority of the cuisine, which is under the personal supervision of Mr. V. Morton, the world-famous chef. Large staterooms, equipped with electric fans, and running water. Berths equipped with electric reading lamps. Numerous amusements—all water swimming, table, piano, orchestra, deck games, dances, etc.—not a dull moment throughout the trip. The Safety and Comfort of Passengers is Our First Consideration.

For further information, rates, literature, schedules, etc., apply to
R. C. MORTON, AGENT,
KING'S BUILDINGS.
Tel. No. 141.

CANADIAN PACIFIC RAILWAY CO.'S

STEAMSHIP LINE.

THE INTERMEDIATE STEAMSHIP

"MONTEAGLE"

WILL SAIL FROM HONGKONG FOR VANCOUVER

Accepting Cargo and Passengers for Canada, the United States, West Indies, London, etc.

1st MAY AND 3RD JULY.
Subsequent dates of sailing will be announced later.

DETAILED RATES:—

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMANENT GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"MALTA"
Captain C. G. Smith, R.N., carrying His Majesty's Mail, will be despatched from this port for BOMBAY on FRIDAY, the 23rd April, 1915, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Co.'s s.s. "MORRA," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed by Ramo-bay and transhipped to the s.s. "CALDONIA," due in London on the 3rd June, 1915.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
E. A. HEWITT,
Superintendent.
Hongkong, 12th April, 1915.

HONGKONG—NEW YORK.



AMERICAN ASIATIC S.S. CO.

FOR BOSTON & NEW YORK VIA SUEZ CANAL.
(With Liberty to Call at the Malabar Coast.)

S.S. "INDRADEO."

About End of April.
For Freight or information apply to
SHEWAN, TOMES & Co.,
General Agents.
Hongkong, 7th April, 1915. [478]

REGULAR STEAMSHIP SERVICE.

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK VIA PANAMA CANAL.
S.S. "BOLTON CASTLE" about End of Apr.
For Freight and further information, apply to

DODWELL & Co., Ltd.,
Agents.
Hongkong, 2nd April, 1915. [336]

AMERICAN AND ORIENTAL LINE.

FOR NEW YORK AND SUEZ.

THE Steamship

"INVERIC,"
4,781 tons, Capt. A. Wallen, will be despatched as above on FRIDAY, 14th May.
For Freight, apply to

THE BANK LINE, LTD.,
General Agents.
Hongkong, 11th April, 1915. [488]

NOTICES TO CONSIGNEES

AMERICAN AND ORIENTAL LINE.
NOTICE TO CONSIGNEES.
FROM NEW YORK.

THE Steamship

"INVERIC,"
having arrived, Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., from whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st April will be subject to suit.

All Claims against the Steamer must be presented to the Underwriter on or before the 28th April, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st April, at 9.30 A.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by THE BANK LINE, LTD.,
General Agents.
Hongkong, 14th April, 1915. [485]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM CALCUTTA AND STRAITS.

THE Steamship

"LAISANG"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 25th inst. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined.

Claims against the Steamer must be presented to the Underwriter on or before the 28th April, or they will not be recognized.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	SARDINIA	About 22nd Apr.	Freight and Passage.
BOMBAY VIA USUAL PORTS	MALTA	23rd Apr.	See Special Advertisement.
LONDON VIA SINGAPORE, PENANG, COLOMBO, and PORT SAID.	NORE	10 A.M. 28th Apr.	Freight and Passage.
SHANGHAI, MOJI, KOBE, and YOKOHAMA	NAGAYA	About 10th May.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

Subject to immediate alteration without notice.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 19th April, 1915.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
HONGKONG and PAKHOI	"WENCHOW"	On 19th Apr. 9 A.M.
WEIHAIWEI, CHEFOO & TIENTSIN	"HUIHOW"	On 19th Apr. 4 P.M.
SHANGHAI	"LUCHOW"	On 20th Apr. 4 P.M.
MANILA, CEBU and ILOILO	"CHINHUA"	On 20th Apr. 4 P.M.
SHANGHAI	"YINGCHOW"	On 22nd Apr. 4 P.M.
SHANGHAI	"CHENAN"	On 25th Apr. 4 P.M.
MANILA, CEBU and ILOILO	"TAMING"	On 27th Apr. 4 P.M.

DIRECT SAILINGS TO WEST RIVER, TWICE WEEKLY.

S.S. "LINTAN" and S.S. "SANTU" MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation. Ample Electric Fans fitted. Extra State-rooms on Deck after "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI" and "CHENAN," and the S.S. "KANCHOW," "LIANGCHOW," "LUCHOW" and "YINGCHOW," having excellent accommodation, with Electric Light throughout and Electric Fans in the Saloons and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.

Hongkong, 19th April, 1915. Telephone 36. AGENTS.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA VIA MANILA

MAIL SCHEDULE (SUBJECT TO MODIFICATION)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMPIRE	On 19th Apr. 10 A.M.	On 19th Apr. 10 A.M.
EASTERN	On 19th Apr. 10 A.M.	On 19th Apr. 10 A.M.
ALDENHAM	On 19th Apr. 10 A.M.	On 21st May, 10 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAICHING"	Capt. W. C. Passmore	WED'DAY, 21st April, at 1 P.M.
"HAIYANG"	Capt. A. E. Hodgins	FRIDAY, 23rd April, at 1 P.M.
"HAITAN"	Capt. J. W. Evans	TUESDAY, 27th April, at 1 P.M.

* This Steamer will not call at Swatow.

FOR SWATOW AND RETURN. (Occupying 5 Days).

"HAIMUN"	Capt. A. H. Stewart	WED'DAY, 21st April, at 1 P.M.
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Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier), or Freight and Passage, apply to—

DOUGLAS LARBAK & Co.,
General Managers.

Hongkong, 17th March, 1915.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

WESTWARD

S.S. "ITOLA" 5,287 tons, Captain Butler, will be despatched for SINGAPORE, PENANG, RANGOON and CALCUTTA on 20th April at 1 P.M.

S.S. "SANTHA" 5,182 tons, Captain Robertson will be despatched as above on 24th April.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,
AGENTS

Hongkong, 7th April, 1915.

TOYO KISEN KAISHA.



SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA. JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Displacement Tons and Speed.	Leave Hongkong.
"NIPPON MARU"	11,000—18 knots	TUESDAY, 27th April.
"SHINYO MARU"	22,000—21 knots	TUES., 11th May.
"CHIYO MARU"	22,000—21 knots	TUES., 8th June.
"TENYO MARU"	22,000—21 knots	TUES., 29th June.

* Via MANILA, Quitting Shanghai.

Steamers via Shanghai leave at Noon.

"Manila" at 10.30 A.M.

FIRST CLASS TO LONDON	£71.10	RETURN (6 MONTHS) £120.
FIRST CLASS TO NEW YORK	£60.	" " " £96.10.
" " " SAN FRANCISCO	£45.	" " " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

VIA JAPAN PORTS, HONOLULU, HILO, LOS ANGELES, MANZANILLO, SALINA CRUZ, PANAMA, CALLAO.

IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDREAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed.	Sails
"SEIYO MARU"	14,000—15 knots	Wed'day, 13th May.

For Full Particulars as to Passage and Freight, apply to—

K. DOI, Acting Agent,
King's Building.

Telephone 291.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

OUTWARD

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE AND YOKOHAMA	NERA	On 21st April.
HOMERWARD	ERNEST SIMONS	On 1st May, at 1 P.M.

ALL STEAMERS FITTED WITH WIRELESS.
TRANSHIPING on the Co's Steamers at COLOMBO for CALCUTTA (every four weeks), also at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.
Through Tickets to LONDON via PARIS by rail.
Circular Tickets to Europe via Suez and SIBERIAN ROUTE and vice-versa delivered here.
For further particulars apply to

P. THOMAS, AGENT,
QUEEN'S BUILDING.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

THE AMERICAN LINE TO TACOMA AND SEATTLE.

In Connection with

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.
For VICTORIA AND TACOMA VIA SHANGHAI, NAGASAKI, KOBE, YOKKAICHI AND YOKOHAMA.

Steamer	Captain	Leaving
"TACOMA MARU"	T. Hamada	FRIDAY, 23rd Apr. at 3 P.M.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Bulk, Treasure and Parcels.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM PENANG AND COLOMBO.

Steamer	Captain	Leaving
"NIO MARU"	"	MONDAY, 26th Apr. at 7 A.M.
"JAVA MARU"	"	THURSDAY, 29th Apr. at 7 A.M.

FOR TAMSUI & KEELUNG VIA SWATOW AND AMOY. "KALJO MARU"

Steamer	Captain	Leaving
"KALJO MARU"	Y. Yamamoto	SUNDAY, 25th April, at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY. "DAIGI MARU"

Steamer	Captain	Leaving
"DAIGI MARU"	S. Tokushige	WED'DAY, 21st Apr. at 10 A.M.

These Steamers of Coast and Formosa Line have excellent accommodation for 1st Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soan Yip Wharf (near the Harbour Office).

For FURTHER INFORMATION, apply to

Y. ASAI,

MANAGER,

Second Floor, No. 1, Queen's Building.

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSHALLS and LONDON	YASAKA MARU	21,000	THURSDAY, 22nd April, at Noon.
VIA SINGAPORE, PENANG, COLOMBO, SURZ and PORT SAID	MIYASAKI MARU	16,000	THURSDAY, 13th May, at Noon.
VICTORIA, B.C. and SEATTLE VIA KEELUNG	SADO MARU	12,500	TUESDAY, 4th May, at 4 P.M.
SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	AWA MARU	12,500	TUESDAY, 19th May, at 4 P.M.
SYDNEY and MELBOURNE VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	HITACHI MARU	13,500	MONDAY, 17th May, at 11 A.M.
	TANGO MARU	13,500	TUESDAY, 15th June, at 4 P.M.
CALCUTTA VIA SINGAPORE, PENANG and RANGOON	CEYLON MARU	13,500	SATURDAY, 1st May.
BOMBAY VIA SINGAPORE, MALACCA and COLOMBO	BOMBAY MARU	5,000	MONDAY, 28th April.
SHANGHAI, KOBE and YOKOHAMA	KAWACHI MARU	12,500	FRIDAY, 23rd April.
SHANGHAI and KOBE	KANAGAWA MARU	12,500	SATURDAY, 1st June.
NAGASAKI, KOBE and YOKOHAMA	TANGO MARU	13,500	SATURDAY, 15th May, at 10 A.M.
SHANGHAI, KOBE and YOKOHAMA	FUSHIMI MARU	12,500	WED'DAY, 21st April, at 10 A.M.

Wireless Telegraphy.

PASSENGER SEASON FOR 1915

FOR EUROPE.

Steamers	Displacement	Leave Hongkong
YASAKA MARU	25,000	Thurs., 22nd Apr.
MIYASAKI	16,000	13th May
KITANO	16,000	30th May
FUSHIMI	25,000	3rd June
HIRANO	16,000	17th June
KATORI	20,000	1st July

FOR AMERICA.

Steamers	Displacement	Leave Hongkong
SADO MARU	12,500 Tons	Tues., 4th May
AWA	12,500	18th May
AKI	12,500	19th June
TAMBA	12,500	19th June
SHIDZUKA	12,500	Thurs., 27th July

For Further Information as to Freight, Sailing, etc., apply to

T. KUSUNOTO, MANAGER.

Telephone Nos. 292 and 1241.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer to leave YOKOHAMA	Steamers to	Leave SHANGHAI	Leave HONGKONG	Connecting Steamer from COLOMBO to MARSHALLS and LONDON	Due at MARSHALLS	Due at LONDON
P.M.	COLOMBO.	RAI	KONG			
Apr. 12	MALTA	Apr. 19	Apr. 23	MOREA	May 23	May 23
Apr. 26	SARDINIA	May 3	May 7	MALAJA	June 5	June 21
May 10	NUBIA	May 17	May 21	MOOLTAN	June 19	June 25
—	ORIENTAL	June 1	June 5	MOLDAVIA	July 4	July 10

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive in Marseilles on Friday, and London on the following Friday. Passengers change Steamers at COLOMBO. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

F A R E S:

The Fares to London and Marseilles are as follows:—

	LONDON	MARSEILLES
1st Saloon	Accommodation Single £65. Return £97.	Accommodation Single £55. Return £83.
2nd Saloon	" " " £44. " £66.	" " " £35. " £53.
1st Saloon	Accommodation Single £55. Return £83.	Accommodation Single £45. Return £63.
2nd Saloon	" " " £35. " £53.	" " " £25. " £37.

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES

PROPOSED SAILINGS:

STEAMERS	Leave Y'RAMA	Leave SHANGHAI	Leave H'KONG	Leave S'PORE	Due at M'NELLIES	Due at LONDON
	about	about	about	about	about	about
NORE	Apr. 12	Apr. 23	Apr. 28	May 5	June 2	June 11
NELLORE	Apr. 26	May 7	May 12	May 18	June 17	June 26
NOVARA	May 10	May 21	May 26	June 2	July 2	July 11

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO before coming to LONDON.

1st Saloon £50 Single; £75 Return. 2nd Saloon £35 Single; £52 Return.

FARES TO MARSEILLES:

1st Saloon £46 Single, 2nd Saloon £33 Single.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 12%.

For Further Particulars, apply to—

E. A. HEWETT

SUPERINTENDENT.

